



## ARLINGTON COUNTY, VIRGINIA

### ARLINGTON COUNTY PLANNING COMMISSION

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September 12, 2011

Arlington County Board  
2100 Clarendon Boulevard  
Suite 300  
Arlington, Virginia 22201

- SUBJECT: 6. A. GP-316-11-2** General Land Use Plan ("GLUP") Amendment to modify Note 20 to revise the amount of development density to be allocated to the Monument View Site Plan (SP #400) site area within the "North Tract Special Planning District" which is an area generally bordered by Shirley Highway Interstate 395 on the West, the George Washington Memorial Parkway on the North and East, and the southern edge of 10th Street South.
- B. SP #400** MR Monument View LLC/Monument Realty LLC to permit a 453,246 square foot office building in lieu of 352 dwelling units, 323,229 square feet of office and 3,512 square feet of retail, and a comprehensive sign plan in the C-O-1.5 Zoning District under §36.H of the Zoning Ordinance. Property is approximately 204,966 square feet, located at 550 South Clark Street, 320 6th Street South, 901 South Clark Street, 608 South Ball Street, and portions of South Clark Street and is identified as RPC# 34-024-345, 34-025-001, -003, -004, and -005. The density of the previously approved Site Plan is 3.32 FAR. The proposed density is 2.21 FAR. Modification of Zoning Ordinance requirements include: parking, density, and other modifications as may be necessary to achieve the proposed development plan. Applicable Policies include: GLUP designation as "Low" Office-Apartment-Hotel, Public Ownership, and Note 20 on the GLUP; North Tract Special Planning District.

- RECOMMENDATIONS: A. Defer consideration of the resolution to amend the General Land Use Plan to modify Note 20 to revise the amount of development density to be allocated to the Monument View Site Plan (SP #400) site area within the "North Tract Special Planning District" which is an area generally bordered by Shirley Highway Interstate 395 on the West, the George Washington Memorial Parkway on the North**

**P.C. #55.A.B.**

and East, and the southern edge of 10th Street South, to the October 3, 2011 Planning Commission and October 15, 2011 County Board meetings.

**B. Defer consideration of an ordinance for a site plan amendment to SP #400 to permit an all office development consisting of a 453,246 square foot office building in lieu of 352 dwelling units, 323,229 square feet of office and 3,512 square feet of retail, and a comprehensive sign plan, to the October 3, 2011 Planning Commission and October 15, 2011 County Board meetings, with the following recommendations:**

- 1) Increase the size of the plazas and provide more opportunities to activate the 6<sup>th</sup> Street frontage.**
- 2) Relocate the garage entrance to South Ball Street.**
- 3) Remove the penthouse/rooftop sign on the north façade and condition that any illumination be reviewed by the County and stakeholders after implementation.**
- 4) Ensure that either the parking garage is available for community use as originally approved or that adequate compensation for the loss of parking is included.**
- 5) Achieve LEED Gold certification.**
- 6) Relocate the bike share station to within 100 feet of the building's pedestrian lobby entrance.**

Dear County Board Members:

The Planning Commission heard these items at its September 8, 2011 carry-over meeting. Aaron Shriber, CPHD Planning, described the requests for the change to GLUP Note 20, and the amendment to Site Plan #400. He described the ways in which staff believes the proposed site plan meets the goals envisioned in the North Tract Area Plan Study to further implement Long Bridge Park, and the proposed amendment to the GLUP Note. Also present were Richard Tucker, CPHD Planning, and Rob Gibson, DES Planning.

The development team for the applicant, Monument Realty, was present, including Kirk Salpini, Monument Realty, Evan Pritchard, attorney (Walsh Colucci Lubeley Emrich & Walsh), Raffael Scasserra, architect (Gensler), Chip Trageser, landscape architect (The Office of James Burnett), and Jeff Kreps, engineer (VIKA). Mr. Pritchard described the proposal and The Boeing Company's corporate commitment to the community. Mr. Scasserra presented the project details, including the building design, contextual relationship to Long Bridge Park, and the comprehensive sign plan. Mr. Trageser presented the details of the site design, including streetscape, plaza and open space areas, and landscaping.

## **Public Speakers**

Ben Helwig, representing the National Park Service (NPS) and the George Washington Memorial Parkway, commented that he had no issues with the proposed development, except the north-facing rooftop sign. He stated that preservation of the parkway's historical view shed is best met by the scale and size of buildings proposed in this site plan. Mr. Helwig expressed NPS's concern about the rooftop sign that will face 6th Street South and the parkway beyond, and its potential to impact the parkway's view shed. While he believes the impact will be minimal, he expressed an interest in revisiting the sign after it is installed, and before construction of Phase II, to identify and resolve any future concerns.

Christer Ahl, representing the Crystal City Homeowner's Association, is a member of the Long Bridge Park Design Advisory Committee. He identified several issues with the proposed amendment, including:

- This is not the right setting for a secure office building in relation to the park.
- The building is unattractive.
- The development is not transit-oriented. The proposed parking encourages single-occupant vehicle trips, which will result in significant traffic conflicts.
- The secure building precludes provision of shared parking
- The location of the garage and auto court entry adjacent to 6<sup>th</sup> Street and across from park will conflict with the park design and uses.
- The public spaces adjacent to 6<sup>th</sup> Street are inadequate.

Carrie Johnson, representing the Long Bridge Park Design Advisory Committee, noted that the first phase of the Park is scheduled to be completed by October 31, 2011. She expressed her gratitude that the revised exchange agreement will result in the County securing the Twin Bridges property by the end of 2011. She indicated her appreciation for the proposed amendment, which will result in relocating less density from the Twin Bridges property to the site plan. She welcomed Boeing, a fortune 50 corporation, whose plans are to remain a neighbor to the park and continue its strong corporate commitment to the Arlington County community. However, she expressed concerns about:

- The lack of shared public parking or assistance in transporting large crowds to the park during peak usage or special events. She requested a greater commitment by the applicant, to be reflected in the language in Condition #65, After Hours Parking in Office Garages. She referred to the letter from Tobin Smith, Chair of the Long Bridge Park Design Advisory Committee, which outlined acceptable concepts.
- The proposed public spaces are less hospitable than the approved plan, which were larger and designed with seating areas, kiosks, and pathways.

Karen Kumm Morris, a member of the Urban Forestry Commission, welcomed Boeing's corporate presence in Arlington. As her letter states, she supports the proposal. The site is unique and adjacent to the airport. Unfortunately, it is an all office development immediately adjacent to Long Bridge Park. Ms. Morris expressed concerns with the proposal's relationship to the park, and in particular the design of the public spaces adjacent to 6<sup>th</sup> Street. She stated that the design is very passive and uninviting, and the spaces should be activated to encourage greater use by employees

and park users. She made several suggestions on how this could be achieved, which are outlined in her letter.

### **Planning Commission Reports**

Commissioner Serie reported that the Transportation Commission reviewed the proposal on September 1, 2011. The Commission recommended against adopting the ordinance to approve the site plan. The proposed site plan was viewed as inferior to the previously approved site plan for the following reasons:

- Lack of street level retail. The proposal is for one large massive building with no nighttime activity to enliven the streetscape.
- Lack of a new 8<sup>th</sup> Street to break up the mega-block.
- Building façade does not meet the streets; it is set back too far.
- Development design oriented inward and lacking a strong street wall.
- Site design includes bollards, security walls and earthen embankments that are not pedestrian friendly.
- Development is auto-dominated and looks inward with a large garage entrance/auto court adjacent to 6<sup>th</sup> Street. Preference was to relocate the garage entrance to another street.
- Lack of shared parking.
- Self-imposed security standards that do not relate to the DARPA standards referenced in the staff report.

Commissioner Savela reported that the SPRC process included three (3) meetings held within a fairly expeditious time frame. She referred to the SPRC report and noted the 2008 Planning Commission letter to the County Board for the approved site plan, which highlighted several of the same issues discussed during this review. She commented that the SPRC was very eager to work with Boeing, recognizing it is a corporate citizen that has made significant commitments to the Arlington community. The SPRC identified a number of concerns relating to land use, site design, building architecture, location of garage access, loading dock access, and community benefits. Minor changes have been made to the building architecture, the size of use of the site edges that permit public access, and the applicant continues to make other changes to the development. However, the major changes raised at the SPRC remain unaddressed. She suggested the agenda for Planning Commission discussion include:

- Exchange Agreement – clarification on elements of the agreement, including the impact of the proposed amendment on the execution of the exchange and the remaining densities on the Twin Bridges site.
- Land use – impacts from changing the use from mixed use to all office.
- Site design.
- Building architecture.
- Comprehensive sign plan, including concerns identified by the National Park Service.
- Transportation impacts – street network, cross sections, bicycle and pedestrian ways, parking, garage and loading dock impacts.
- Public benefit package, including comparison between approved and proposed site plans.

### **Planning Commission Discussion**

Commissioner Klein read a statement informing the Commission that she was formerly employed by the developer's architect, Gensler. After consultation with the County Attorney, it was concluded that she could fully participate in the discussion and vote of the Commission.

#### Exchange Agreement

Mr. Shriber provided a brief explanation of the exchange agreement, including clarification of property ownerships and timing of the land settlement, which will occur 60 days from County Board action, or no later than December 31, 2011, regardless of the Board's action on the site plan. Approval or denial of the site plan will not affect the land deal and the County's ability to secure the property.

Commissioner Cole asked for further clarification regarding the obligations between Monument Realty and Boeing. Mr. Salpini responded that Monument Realty LLC will be obligated during construction of the project, and upon completion ownership will be transferred to Boeing.

Commissioner Savela asked for clarification on how the proposed site plan amendment will impact the densities affected by the land exchange. Mr. Shriber explained that the total proposed density of 453,246 square feet is less than the total approved density of 681,381 square feet. Therefore, approximately 241,000 square feet of density will return to the County. This is a significant benefit of the proposal.

Commissioner Hunt asked if this means it is a less expensive project, resulting in reduced contributions toward the Park. In the approved site plan, the contributions were capped and primarily targeted towards affordable housing. The current proposal results in a lesser contribution towards affordable housing due to reduced density. This is an issue of scale of development.

Commissioner Serie asked, and Mr. Shriber confirmed, that the County does not have to pay for the density being returned to it. Commissioner Serie requested clarification on how the County is benefiting from this. Mr. Shriber explained that the Twin Bridges site is larger (7 acres) than the County's North Tract parcel (4 acres). The approved site plan would have transferred all of the available density on the Twin Bridges site to the North Tract parcel. On the other hand, the current proposal does not propose to use all of the available density from the Twin Bridges site and will transfer less density to the North Tract. This allows the County to retain the balance of density left on the Twin Bridges parcel.

Commissioner Fallon summarized the differences between the approved and proposed site plans and the exchange agreement process, and concluded that the new agreement is better for the County. Regardless of the Board's action on the site plan, the County gets the desired site for the aquatic center and retains the higher density associated with the current County-owned parcel. Commissioner Hunt responded that the proposed site plan now results in no affordable housing. Commissioner Fallon replied that the provision of affordable housing is consistent with the lower density associated with the revision. The County will retain the unused density, which can be used via TDR on another site, subject to County Board approval of future site plans. As this unused density is transferred to other sites, it will be subject to the terms of the affordable housing ordinance.

## Site Design

Commissioner Monfort inquired about the secure building requirements, and if they are standards set by Boeing or the Department of Defense. Mr. Salpini responded that Boeing's design standards are based on documented threats to the company, and address both global and domestic security. The design response is predicated upon security threats that they have experienced or anticipate to experience based on levels determined in cooperation with the FBI. Commissioner Monfort commented that he is having difficulty accepting proposed changes to the building and site design based on corporate security policies – especially when no one from Boeing is on hand to answer questions -- and that Lockheed Martin and many other defense contractors operate secure buildings in Arlington located over public garages.

Commissioner Malis asked if the threats to Boeing include threats to the general public. Mr. Salpini responded that they are primarily threats to Boeing's operations, including secure information and surveillance. Boeing has met with the County's security consultant contracted through AED, who has reviewed their design standards and security concerns. Boeing's current design addresses these issues.

Commissioner Hunt encouraged staff to accurately present the development as having additional security pursuant to Boeing's policies and standards. She commented that the site design could be revised to create more active open spaces, and that the building could share its parking with the public. She referred to FDIC in Virginia Square, which has a secure building but provides shared parking in cooperation with Giant Food Store and allows public access in open space areas.

Commissioner Savela inquired about security procedures for building and garage access. Mr. Salpini responded that the garage elevators access the lobby where everyone, including employees, must pass through security. Only invited pedestrians or visitors will be allowed to access the main lobby from the street. Commissioner Savela noted this procedure suggested that a separate jump elevator could accommodate public garage users, since there would be no way to directly access secure office space.

Commissioner Savela asked staff to clarify its description of the subject site, and therefore justification for the appropriateness of the proposed secure building, as isolated. Mr. Shriber responded that the site is located on the southern edge of the North Tract area, which is not a part of the connected urban fabric of Crystal City, but rather serves as a transition between Crystal City and Long Bridge Park. It is constrained by I-395 on one side and Jefferson Davis Highway on the other. It does not possess a lively pedestrian environment. Commissioner Savela followed that the North Tract Area Plan provided guidance for development of this site. Mr. Shriber responded that the Plan does not provide specific guidance, except to suggest that office use would be compatible with the site. Commissioner Savela asked if the Plan addressed development adjacent to the Park, and Mr. Tucker responded that it does not.

Commissioner Fallon stated that there are many developments in Crystal City that house defense contractors including Boeing and they are dealing with potential threats. However, those sites do not have the extensive setbacks, provide public parking, and have ground floor retail. He asked why Boeing is requiring a secure campus since it already manages those risks in other buildings. Mr.

Salpini responded that with building ownership Boeing has a different set of standards that they must comply with.

Commissioner Serie commented that the proposed building security was a major issue at Transportation Commission. He believes that if approved this will set a precedent that any building owner that contracts with the federal government can have exceeded security that preclude all amenity elements. While he really wants to welcome Boeing's presence, he is concerned about precedence.

Commissioner Malis stated that any company has the right to set any standards they wish, but the question before the Commission is whether the proposed development is compatible with County plans. She expressed concerned that staff does not believe the guidance provided in the North Tract Area Plan has the same weight as other sector plans. The Commission must consider what will work for the site. Mr. Tucker explained that metro station sector/area plans include specific urban design guidance not present in the North Tract Area Plan. The North Tract Area Plan refers to "compatible" uses. In the absence of specific guidance, it is suggested that the benefits of this proposal over the approved plan be discussed.

Commissioner Cole stated that the question is whether the County should accommodate Boeing's security standards. The Pentagon is a vital part of our community and the County has an obligation to be good neighbors with the Pentagon and the Defense Department. Part of this includes some accommodation of defense contractors with elevated security needs. In his view, the County should seek to accommodate them under certain circumstances. Given the site's context and location relative to the Pentagon, this proposal is one the County should consider. Boeing's security needs to not disqualify this application.

Commissioner Hunt suggested that the staff report reflect Boeing's plans for use of the site. She commented that Boeing, a Fortune 36 company, is a valued part of the Arlington community. She is disappointed with their lack of imagination. The development will be facing a premiere park environment. The proposed inactive open spaces and substantial auto court are incompatible with the park located across 6<sup>th</sup> Street from these uses. Boeing needs to rethink its design concept.

Commissioner Monfort concurs with Commissioner Serie's comments about precedent. Boeing is not unique in its security requirements, as SRA, Lockheed Martin, General Dynamics, and many other corporations have similar requirements from DOD and the intelligence community. He believes accepting these corporate standards in place of accepted County standards for items such as ground floor retail, transparency, and private parking that the proposal could ruin the urban fabric of the community.

Commissioner Cole commented that this site will not have a solely lobbying function. It will be home to this company's international division and defense and security businesses.

Commissioner Harner asked staff to review the differences between the proposed and approved plan in terms of site design, landscaping, streetscape, open space, loading and garage access, and contextual relationship to Long Bridge Park. Mr. Gibson described the site as being a semi-isolated area next to I-395 and the CSX railway. Vehicular and pedestrian traffic is expected from Jeff Davis

Highway and the Park esplanade. While a new street was included in the approved plan to break up the mega block, it had limited connectivity. Commissioner Harner inquired about the design of the open space in the adjacent North Tract Lofts Site Plan. Mr. Gibson responded that while they are a part of site plan, they are active spaces that provide connectivity to the Long Bridge Park esplanade.

Commissioner Hunt recognized that this is not Ballston and lot of retail in the area may not make sense, but noted that locating a massive vehicular entrance across from the park does not make sense either and suggested that it be relocated to a side street such as South Ball Street across from the self storage facility. The orientation of the project needs to be changed. Active edges should be created through the use of retail tailored to park uses, such as permanent kiosks. She also suggested locating a jump elevator in a separate portion of the garage to access the open space.

Commissioner Klein inquired about the active elements of the public spaces and their contextual relationship to Park. Mr. Trageser described the active elements along the 6<sup>th</sup> Street edge, which included seat walls, one vendor cart location, and a historic marker. Commissioner Monfort asked about the ability to add other locations for vendor carts. Mr. Trageser responded that it is dependent upon the vendor operator, as the space is approximately 15' x15'. Commissioner Monfort commented that multiple vendor carts provide more energy, and challenged the applicant to identify any location where only one vendor cart was present. More space should be added for vendors.

Commissioner Malis stated that when adjacent sites and development are considered (North Tract Lofts, self storage facility site, and Long Bridge Park), a vision can be created for the area that provides guidance. She disagrees with staff that the site is isolated, as residential, office and park uses are located there. She expressed concern that a standard is being set in response to its perceived isolation. The County should consider ways to make the area less isolated, such as how 6<sup>th</sup> Street is addressed. Mr. Shriber explains that the site is adjacent to I-395 and a self storage facility, and is not part of a continuous urban fabric. While it is viewed as isolated, many pedestrians will pass by the site en route to the park. Therefore, the proposed site plan will have wider sidewalks and enhanced streetscape in consideration of its contextual relationship to the park and Crystal City. While the approved plan had larger public open spaces with more kiosk locations, staff believes the primary focus should be on the park and that passive open space is more compatible to the park use. Commissioner Malis commented that the site is located in a community and efforts should be made to make it more sustainable and de-emphasize its "isolation".

Commissioner Harner commented that along Jefferson Davis Highway the approved plan created a rhythm with the incorporation of a new street. The residential use provided a sense of security and space, benefiting from "eyes on the street" in the evenings, and created a pedestrian environment. The mix of uses provided an appropriate scale, dissolved the super block, and kept vehicular access off of 6<sup>th</sup> Street. It provided a higher quality pedestrian environment, and the proposed development does not offer an improvement.

Commissioner Sockwell asked if a water feature or public art could be incorporated into the open spaces along Boeing's 6<sup>th</sup> Street edge to attract people from the park, as the current design creates a sterile environment with limited public access. Mr. Shriber responded that the open spaces are located in the no-build zone established by MWAA and incorporate sidewalk connections leading people to the areas. Their purpose is to provide a respite for Boeing's employees and people

walking to or from Long Bridge Park. They help in providing a transition from the building face to the park. They are not very large spaces or designed as destinations. Mr. Gibson added that they are comparable to the open spaces in the approved plan and are designed as gathering areas for people spilling out from the park.

Commissioner Savela concurred with Commissioner Harner's comments. She stated that staff presupposes that the self storage facility on the adjacent site is permanent. She also questioned staff's dismissal of the usefulness of the new street in the approved plan. She led the review of the North Tract Lofts Site Plan and worked hard to ensure that it provide public connections and pedestrian flows east-west through the site. The eventual redesign of the self storage site could provide the opportunity to continue this east-west permeability. Given that the approved plan has more density, there seems to be greater opportunity to redesign the proposed plan to achieve greater permeability.

Commissioner Serie commented that millions of dollars will be spent to build a premiere park and does not understand how the site can be referred to as isolated. The Crystal City BID does not view the site as isolated. He would like to see more vending carts on the Boeing side of 6<sup>th</sup> Street. The park will be hosting many major events.

Commissioner Hunt asked Ms. Johnson, Long Bridge Park Design Advisory Committee member, to describe the Park's planned facilities, including along the 6<sup>th</sup> Street edge. Ms. Johnson responded that the subject site is directly across the street from two (2) soccer fields. She continued to describe other programming planned for the park, including larger festivals that will occur further north. Vendor carts will be located along the esplanade. She suggested that the provision of seating and more vendor carts on the Boeing side will provide a nice respite for those using the soccer fields.

Commissioner Cole commented that throughout the SPRC process Commissioners repeatedly suggested that the applicant make certain design changes that would better meet the needs of both Boeing and the community. He expressed disappointment that their suggestions were ignored. He also commented that the location of the bike sharing stations, which would clearly serve Boeing's employees, were too far from the building's main entrance. More bikes sharing stations are planned to be located within the park.

Commissioner Ciotti commented that she would like to see corporate America respect what the community stands for. She stated that Arlington strives to plan for an integrated urban environment, a vibrant community that embraces the life of its families, as well as the Pentagon. The Boeing campus does not reflect the soul of Arlington. As designed, it will not be integrated into the Arlington community, but rather portrays that Boeing wants to live apart from Arlington.

Commissioner Serie commented that in Virginia Square a number of sites adjacent to Quincy Park will be proposed for redevelopment, and he does not want to set a precedent here that developments can turn their back on the County's public open spaces.

#### Architecture and Signage

Commissioner Cole stated that he is not aware of any other buildings in Arlington where rooftop signs have been approved on the penthouse structure. Ms. Wray explained the policy regarding

rooftop signs and that the sign guidelines speak to signs at or below the main roof. Commissioner Cole asked staff whether there were any other signs on penthouses in the County; staff indicated they were unaware of any others. Commissioner Cole also commented that the size (over 14 feet high for the corporate logo) and illumination of the sign on the north side facing Jefferson Davis Highway are excessive. He plans to make a motion on this issue.

Commissioner Monfort expressed concern about the sign facing the park. He does not view it as a way-finding sign because it will only be seen from people coming from the park. Mr. Shriber responded that both rooftop signs are geared toward vehicular traffic coming into Arlington from the north – I-395 and Jefferson Davis Highway.

Commissioner Serie stated that the signs fail the test that they need to help the public find the site because Boeing's visitors will already know where the site is by virtue of being invited guests. Also, the proposed sign location on the penthouse structure sets a bad precedent.

Commissioner Serie commented that Mr. Helwig, National Park Service, stated that the sign facing 6<sup>th</sup> Street can be seen from George Washington Parkway only during phase 1 and that with construction of phase 2 the sign will be blocked. Commissioner Cole noted that Mr. Helwig's conclusion that the phase 2 building will block visibility from the parkway is incorrect. The sign will occupy the penthouse wall above the sixth floor, while the phase 2 building will be only four stories high with a lower penthouse. The 6<sup>th</sup> Street facing sign will continue to be visible from the parkway, especially in the winter months.

Commissioner Harner stated that the building architecture does not speak to the site and differences in character of surrounding streets and the Park. The design is reminiscent of suburban office parks of the 1980's. While the stepping of massing is good, he is disappointed with the design.

#### Transportation

Commissioner Sockwell asked for clarification regarding the financial contribution toward the shuttle bus program of \$15,000 per year. Mr. Gibson explained that staff is coordinating with PRCR to determine their parking needs for special events, in which they project 8 to 12 multi-day events per year. PRCR anticipates significant gaps in parking for festivals and the 4<sup>th</sup> of July celebration. There are 3600 parking spaces within a five (5) minute walk to the park and additional parking is available further away in the Crystal City and Pentagon City areas. Two (2) buses would operate on a 20-minute loop, with 10 minute headways. Staff anticipates a total of 175 hours of shuttle bus service during any given year. Based on an hourly rate of \$85 per hour for the ART bus service, staff estimates that the shuttle bus program would cost approximately \$15,000 per year. Mr. Gibson further clarified that the hourly rate is commensurate with private buses operations. Arlington will contract the bus service. After 10 years, the contributions will terminate.

Commissioner Monfort noted that the proposed condition does not account for inflation, and added that 10 years is only one-half to one-third of the lifetime of the building. He suggested, per Ms. Johnson, that the shuttle bus program continue until additional public parking is provided near the park. Mr. Salpini responded that the applicant has evaluated the condition and agreed to the staff-proposed shared parking mitigation contribution of \$15,000 per year for 10 years.

Commissioner Serie commented that the annual contribution does not account for the time required for County staff to monitor and implement the service. He believes this is a missed opportunity for Boeing to show greater corporate citizenship.

Commissioner Savela commented that it was never envisioned during the Crystal City Sector Plan and its emphasis on shared parking that existing office garages would provide the only shared parking for park events. She asked staff about the parking supply's capacity to serve both Crystal City retail and other demands, as well as serving the park. Mr. Gibson responded that there is a significant supply of available parking in the area. The Crystal City Sector Plan does not call for significant retail at the north end, but envisions shared parking between office and residential uses.

Commissioner Fallon noted that \$15,000 per year for 10 years is inadequate. He asked if a cash-out option for the loss of shared parking was ever contemplated, to which staff responded no.

Commissioner Malis asked if a value was assigned to the shared parking previously approved in original site plan. Mr. Gibson responded no, in that it would be too difficult to determine based on the anticipated use of the spaces for a few hours at a time for only a limited time each year. Commissioner Malis followed that it seems to her there should be a value assigned to the parking, and it seems to be more than \$150,000. On the surface it doesn't seem like an equitable tradeoff.

Commissioner Savela inquired about the on-street parking along Old Jefferson Davis Highway. Mr. Gibson responded that the proposed site plan calls for three (3) on-street parking spaces, and staff is continuing to work with the applicant to maximize the on-street parking for an additional three (3) to six (6) spaces.

#### Public Benefits

Commissioner Monfort inquired about the condition for the historical marker, and Mr. Shriber responded that the language is under review.

Commissioner Cole commented that the proposed LEED Silver has become the base standard and should not be considered a community benefit. While it is consistent with county policy to provide bonus density for LEED Silver, he thinks the applicant should attempt to achieve LEED Gold.

Commissioner Fallon pointed out that the contribution to affordable housing is approximately \$90,000 less than the approved site plan because the proposed project has less density. He asked if the County is still getting a dollar for dollar contribution to which staff responded affirmatively.

Commissioner Cole asked if staff had explored working with the applicant to improve the area around the I-395 retaining wall located along Old Jefferson Davis Highway. Mr. Gibson responded that there is a plan for a County reconstruction project for this area of Jefferson Davis Highway, which would include redesigning the roadway and landscaping.

#### Planning Commission Motion

Commissioner Malis moved that the Planning Commission recommend the County Board defer the resolution to amend the GLUP to modify Note 20 to revise the amount of development density to be

allocated to the Monument View Site Plan (SP #400) site area within the “North Tract Special Planning District”. She also moved that the Planning Commission recommend the County Board defer adoption of the ordinance for a site plan amendment to SP #400 to permit a 453,246 square foot office building in lieu of 352 dwelling units, 323,229 square feet of office and 3,512 square feet of retail, and a comprehensive sign plan, with the following recommendations:

- 1) Increase the size of the plazas and provide more opportunities to activate the 6<sup>th</sup> Street frontage.
- 2) Relocate the garage entrance to South Ball Street.
- 3) Remove the penthouse/rooftop sign on the north façade and condition that any illumination be reviewed by the County and stakeholders after implementation.
- 4) Ensure that either the parking garage is available for community use as originally approved or that adequate compensation for the loss of parking is included.
- 5) Achieve LEED Gold certification.

Commissioner Fallon seconded the motion.

Commissioner Cole requested unanimous consent to amend the motion to add to the list of recommendations – to relocate the bike share station to within 100 feet of the building’s pedestrian lobby entrance. There was no objection, so the amendment became a part of the main motion.

Commissioner Sockwell asked for staff’s reaction to the bike sharing recommendation. Mr. Gibson responded that staff is working with the applicant to relocate the bike share station closer to the Park to facilitate multiple users, but believes that Old Jefferson Davis Highway frontage is the appropriate frontage for it.

Commissioner Malis expressed her belief that the Commissioners would like to welcome Boeing. The question is how the project can become more compatible with County plans. There are so many opportunities for Boeing to make this a much more interesting project. Its location is directly adjacent to a premier park. There is opportunity for Boeing’s history and story to be told through active public plazas. The North Tract Area Plan envisions developing partnerships. Her desire is that the emphasis be on how Boeing can work better with the community to design a good project.

Commissioner Serie was optimistic that there would have been more collaboration on Boeing’s part. This is a fabulous opportunity for Boeing, with a trophy location and a multi-million dollar publicly funded front lawn. He thinks the Commissions have made it clear that they have embraced Boeing and he hopes Boeing will take this opportunity to show the community that they are great corporate citizens.

Commissioner Fallon commented that the subject site is a gateway site and its development should be reflective of this. Unfortunately, on one end of Long Bridge Park there will be an architecturally stellar building – the County aquatics center -- and on the other end this proposed office building. The site’s open spaces should be designed as extensions of Long Bridge Park. Many businesses are operating with security risks and he is concerned for the loss of shared.

Commissioner Harner stated that he will support the motion. If the applicant decides to consider Commissioner Malis' points, there will be tremendous opportunities to significantly change the building and site, address important edges, and make the architecture speak to the site.

Commissioner Savela stated that she will not support the motion. She started the process hopeful that the site plan would transform from a monolithic development incompatible with the park to something that was positive with softened edges. The transformation did not take place through the process and she does not believe it will happen if the project is deferred. She would support a denial. She agrees that Boeing should be retained in the County, as she hears they are an excellent corporate citizen. Perhaps there are other sites in the County that could meet their needs and allow greater height so that they would not have to design such a suburban building, but rather a building that meets the County's urban design criteria. She took offense to categorizing the site as isolated. It would have been appropriate to include it in the Crystal City Sector Plan. The approved site plan, which did not receive Planning Commission approval, is much more aligned with the North Tract Special Area Plan, in terms of its contextual relationship to Long Bridge Park, the mix of uses, direct street entrances for residential units, and public spaces and courtyards. Even though the residential portion did not include retail, there would have been activity and people on the Old Jefferson Davis Highway sidewalk. The proposed plan's transportation network, including the loading and garage entrances and the large ceremonial auto court, are unacceptable given its location next to the park. The loss of shared parking is a huge issue. The building architecture is of great concern and agrees with Commissioner Harner's comments. Since it is not guaranteed that phase 2 will be built, the large interim green space may result in a space that is permanently off limits to the public – unlike the interim public open space provided through FDIC. Commissioner Savela stated that she is very disappointed in the results of the review and feels that a deferral will not result in any meaningful changes.

Commissioner Hunt made a substitute motion that the Planning Commission recommend the County Board deny the resolution to amend the GLUP to modify Note 20; and deny adoption of the ordinance for a site plan amendment. Commissioner Savela seconded the motion.

Commissioner Hunt commented that she has worked with the developer on the approved plan and the proposed plan, and does not believe that the developer will make substantive changes during a deferral period. She also commented that Commissioner Savela provided a very good overview of the process and issues.

Commissioner Ciotti concurs with Commissioners Hunt and Savela. She agreed that this is not an isolated site, but rather a premiere site with so much to offer as envisioned in the North Tract Area Plan.

Commissioner Sockwell stated that he will not support the motion to deny. There will be a balance of over 200,000 square feet of density left on the Twin Bridges site once the County secures the land which is a significant public benefit. Furthermore, the applicant has the general concept right: the design acknowledges that the site between Crystal City and Long Bridge Park is transitional. The PC may not like the design, but the applicant has made a good faith effort to provide a transitional building and design and we should talk more.

Commissioner Serie stated that a motion to deny could have the same or greater impact as the motion to defer. He expected more cooperation from Boeing. The Commission has made it clear that they embrace Boeing's corporate presence; however, the issue is with the precedence. He expressed concern that Boeing is not complying with the County's urban planning principles and, if approved, would set a precedent for other areas of the County. He supports a denial.

Commissioner Monfort stated that he very seriously considered supporting denial, but believes the site design and building would be acceptable at if Boeing addresses each of the points identified in the deferral motion. He will vote to defer.

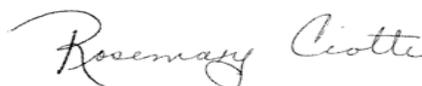
The substitute motion to deny failed by a vote of 4-7. Commissioners Ciotti, Hunt, Savela and Serie supported the substitute motion. Commissioners Cole, Fallon, Harner, Klein, Malis, Monfort, and Sockwell opposed the substitute motion.

The Planning Commission voted 8-2-1 to recommend the County Board defer the resolution to amend the GLUP to modify Note 20 to revise the amount of development density to be allocated to the Monument View Site Plan (SP #400) site area within the "North Tract Special Planning District"; and defer adoption of the ordinance for a site plan amendment to SP #400 to permit a 453,246 square foot office building in lieu of 352 dwelling units, 323,229 square feet of office and 3,512 square feet of retail, and a comprehensive sign plan, with the following recommendations:

- 1) Increase the size of the plazas and provide more opportunities to activate the 6<sup>th</sup> Street frontage.
- 2) Relocate the garage entrance to South Ball Street.
- 3) Remove the penthouse/rooftop sign on the north façade and condition that any illumination be reviewed by the County and stakeholders after implementation.
- 4) Ensure that either the parking garage is available for community use as originally approved or that adequate compensation for the loss of parking is included.
- 5) Achieve LEED Gold certification.
- 6) Relocate the bike share station to within 100 feet of the building's pedestrian lobby entrance.

Commissioners Cole, Fallon, Harner, Hunt, Klein, Malis, Monfort, and Sockwell supported the motion. Commissioners Ciotti and Savela opposed the motion. Commissioner Serie abstained.

Respectfully Submitted,  
Arlington County Planning Commission



Rosemary Ciotti

Planning Commission Chair