



ARLINGTON COUNTY, VIRGINIA
ARLINGTON COUNTY PLANNING COMMISSION

2100 CLARENDON BOULEVARD, SUITE 700
ARLINGTON, VIRGINIA 22201
(703) 228-3525 • FAX (703) 228-3543



ROSEMARY CIOTTI
CHAIR

STEVE SOCKWELL
VICE CHAIR

FREIDA WRAY
COORDINATOR

GIZELE C. JOHNSON
CLERK

October 8, 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 453,422 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, signage 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. (**Monument View**)

RECOMMENDATIONS: Deny the resolution to amend the General Land Use Plan to modify Note 20 and deny the ordinance for a site plan amendment to SP #400 on the grounds that it does not conform to Arlington County's urban design goals generally and to the goals of the Master Plan for the North Tract Park and Recreational Facilities and Surrounding Area, and represents a diminution of the public realm relative to that created in the North Tract Lofts site plan and the approved SP #400; furthermore, should the County Board find that there are overriding reasons relating to the retention of

P.C. #43

The Boeing Company in Crystal City, that the County Board seek clarification from the County Manager for the public record on the unique and extraordinary benefits to be realized by the County through the retention of this particular corporation.

The Planning Commission heard these items at its October 5, 2011 carry-over meeting. Aaron Shriber, CPHD Planning, provided an update on the proposal, including the Planning Commission's recommendations from its meeting on September 8, 2011, and stated that no major substantive changes were made to the proposal. Terry Holzheimer, Director of Arlington Economic Development (AED), described the security requirements many companies seek and the challenges faced by AED to not only attract these companies, but to balance the economic benefits with the County's redevelopment policies. He described the economic considerations supporting the project and the resultant public gains, including the land swap and its associated value to the County, the opportunity to construct the aquatics facility, and the various tax benefits. 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), and Raffael Scasserra, architect (Gensler). Representatives of The Boeing Company were also present, including Richard Arscott and Todd Yeats. Mr. Arscott described The Boeing Company's commitment to the Arlington community and the company's corporate security requirements. In response to Chair Ciotti's question about the developer's response to each of the six (6) Planning Commission recommendations, Mr. Scasserra indicated that no changes were made to the proposal to 1) increase the size of park; 2) relocate the garage entrance to South Ball Street; 3) remove the penthouse/rooftop sign; 4) make the parking garage available to the public or increase the level of compensation for its loss; 5) achieve LEED Gold certification; and, 6) relocate the bike share station.

Public Speaker

Carrie Johnson, representing the Long Bridge Park Design Advisory Committee as well as herself, noted that the County's significant investment in Long Bridge Park, and not just the site's proximity to the Pentagon, has influenced the applicant's desire to locate here. She noted that there have been so many points of design on which the applicant has proven to be so unyielding. She had hoped the applicant's proposal offered more flexibility on various elements, such as the size of the open space adjacent to 6th Street South and the Park. She believes that returning to the plaza design in the approved site plan might be possible, within the applicant's constraints. It may have been possible to identify benefits to the entire Arlington community that would have offset the proposed single-office use. One of the things she regrets, given the history of site plan considerations on the site as well as the adopted North Tract policies, is that the staff report does not acknowledge the site plan shortcomings and make the argument that the associated benefits outweigh these problems, but instead argues against the very policies the County has endorsed. For example, the argument that a single-use office building is the most appropriate use up against a park because residents may complain about park use runs counter to past County decisions. North Tract Lofts was the first site plan built beside the park, and she does not believe there have been many complaints during Park construction. Following staff's logic, no one should live in Clarendon due to the noise from the bars. The staff report not only backs up from "new urbanism" but backs up from all urbanism.

Planning Commission Report

Commissioner Serie reported that the Transportation Commission recommended 11-0 that the County Board not approve the site plan for the reasons previously identified by the Commission in September, as the issues have not been addressed by the applicant.

Planning Commission Discussion

Commissioner Hunt noted that Arlington County's development decisions influences how a neighborhood develops, and once a building of this size is built it will be there for a long time. She said that the Planning Commission's six points are not overly burdensome and could be addressed by the applicant if the applicant so chose. She asked why the expansive auto court/garage entrance could not be reconfigured and moved to South Ball Street and if it was a security concern. Mr. Arscott and Mr. Scasserra explained some of the technical points surrounding the proposed development's security needs, including how vehicles will be cleared to access the site, which involves providing for a 185-foot queuing lane, as well as traffic patterns on and around the site. Commissioner Hunt responded that the location of the auto court and garage ramping adjacent to the Park and the configuration of the open space at the site's edge are unacceptable and an affront to the Park. She suggested that there may be opportunities to reconfigure the site's access while expanding the plaza size that the applicant has not explored. She believes there are options for moving the garage entrance to South Ball Street that could address the applicant's concerns and the traffic pattern issues. Pulling the building back from 6th Street by forming a quadrangle would allow for an expanded plaza space, which could include a play area incorporating Boeing-related features such as an airplane or a special feature with historic significance or educational features related to Boeing's corporate mission. Mr. Arscott responded that Boeing has specific site selection requirements that include the ability to expand in phases. Incorporating garage entrances on the other streets would violate its site selection criteria. Commissioner Hunt said she understood the applicant's need to accommodate future expansion but suggested that there were ways to reconfigure the phasing of the building and move the garage entrance to South Ball Street. Commissioner Hunt expressed huge disappointment that the applicant was not willing to look at an optimal solution.

Commissioner Malis asked the Boeing representatives if they had an opportunity to read the Planning Commission's September 2011 letter to the County Board, as each Commissioner expressed their desire to work cooperatively with Boeing. She reminded them that this is about planning issues that have to do with a site the Commissioners believe is very important to Arlington, and whether the proposed project meets the criteria for the site. She does not know what the site selection criteria for Boeing are, but if they include a premier location with premier views of the monumental core, then this site complies. If that is one of the criteria, she does not know why the changes sought by the Planning Commission detract from that. She expressed difficulty understanding why the garage location is an important site selection criterion. She commented that Mr. Holzheimer talked about the difficulty of locating sites for build-to-suit companies. She also commented that the staff report presents the site design as one without shortcomings, yet the commissioners are familiar with County policies and have reviewed dozens of projects, and can clearly see the shortcomings. The previous item on the Planning Commission's agenda mentioned the County policy of breaking up superblocks as one of the rationales for the zoning ordinance change recommended. Nonetheless, the report speaks to this site as being one that has

characteristics suitable for this type of development. Commissioner Malis stated that one of the things the County is trying to achieve in the North Tract is provision of compatible uses that provide synergy. This site provides a tremendous opportunity to engage the public. She states that Boeing is not providing anything along its 6th Street frontage that either promotes the company's mission or history or provides a welcoming appearance. Her frustration is that there is a complete lack of compatibility with what we would normally approve for such a site, and the fact that staff is promoting the proposal as if the design was fine.

Commissioner Monfort commented that he has never reviewed a project whereby the developer refused to consider any of the issues or recommendations identified by the Commission. He was astonished to find there did not appear to be a good faith effort to address any of the issues raised. The simplest recommendation was to increase the size of the plaza and provide more opportunities to engage the public. He expressed disappointment that the plaza could not be expanded even a few more feet to locate at least a second vendor on the site. With regard to the parking garage, he had hoped that the applicant would consider rotating the entire project so that the building in Phase 2 was parallel to 6th Street and the garage entrance and ramp adjacent to South Ball Street. In addition, Boeing has not agreed to relocate the bike station. Commissioner Monfort indicated that he is very sympathetic to Boeing as a defense contractor and wanted to support the proposal. However, Boeing has sent a message that they do not need to respond to the Planning Commission, and furthermore he believes staff has indicated to the applicant that they do not need to be responsive. He is very disappointed with their project.

Commissioner Serie concurred with the remarks of his colleagues. He stated that he has tried to reach out and embrace Boeing. This is not a discussion of economic development, but of planning principles. Commissioner Serie concurs with Ms. Johnson regarding the inappropriateness of the staff's suggestion that the site's location next to the Park provides an acceptable reason for approval. Staff has suggested that a big fortress-like building against the park is suitable. The reasons provided by the staff for supporting the proposal, one of which is that the site is located outside the Crystal City planning district and is isolated, conflicts with statements made in the June 28, 2008 staff report regarding the importance of the site's contextual relationship to Crystal City and Long Bridge Park.

Commissioner Serie read several phrases from the June 28, 2008 County Manager report and asked that the document he disseminated at the start of the Commission meeting, which provides excerpts from that June 28, 2008 report, be incorporated as an attachment to the Planning Commission letter. He stated that the County Manager report from 2008 argued that this site is a gateway to the Park, rather than isolated and outside of planning areas. The 2008 report also states that the Monument View project must reflect well on the Park and mesh well with the planning efforts in Crystal City. However, now we are told that this site is not part of the Crystal City urban fabric. Commissioner Serie noted that the 2008 County Manager report stated that the Monument View site plan under consideration at that time should reflect the applicable parts of the Vision Statement and Goals and Objectives in the Crystal City guiding document. He believes the County Manager's report from 2008 represents what we should be doing with this site, and hopes that the current staff report will be modified to avoid distorting fundamental County vision and goals for reviewing projects.

Commissioner Ciotti asked Mr. Holzheimer to clarify AED's discussions with Boeing, including marketing the site as build-to-suit and negotiations for the land swap. Mr. Holzheimer responded that a three-party agreement that included Boeing was required to move the property out of bankruptcy and facilitate a successful land swap. AED has been negotiating with Boeing to find a suitable site for a number of years, including at one time creation of a public-private partnership on the Twin Bridges/aquatic center site. Without Boeing's willingness to work with the County, the County would not have been able to accomplish the swap and secure ownership of the land at this point in time. Commissioner Ciotti asked if any decisions have already been pre-determined. Mr. Holzheimer responded that the County Board has not made any decisions. Commissioner Ciotti commented that the proposed project shreds the County's urban planning standards and principles, including accessibility, permeability, shared parking, and provision of active lively streets. She continued that this is a premier and valuable space, and asked at what point has the County given up too many of its ideals, which have made it a nationally renowned place in urban planning, in exchange for secure office facilities. If this project is approved, the County would be setting a precedent that it is okay to shred everything in order to keep a company that is not working, living or playing well with its neighbors. This decision is not important for just this site plan, but has implications for decisions on other site plans down the road.

Commissioner Hunt stated that one of reasons the applicant feels it does not have to listen to the Planning Commission is because the staff report rejects all of the recommendations made by the Commission. As a leading high tech/aerospace company, Boeing should want a higher LEED certification than Silver in order to have the most efficient building with the lowest operating costs possible. Mr. Arscott responded that while Boeing is committed to improving environmental quality, its enterprise standards require LEED Silver. Commissioner Hunt responded that developers are typically asked to attempt to achieve LEED Gold certification, and there is no penalty if they are unable to achieve that. She suggested Boeing pledge to put forth best efforts to achieve Gold, with the penalty being applied if the required Silver level isn't achieved. Mr. Arscott responded that there is a financial penalty to Boeing if it does not meet its LEED commitment, and LEED Gold does not comply with their corporate policy.

Commissioner Cole commented that he has wrestled with the application and the responses from Boeing. He agrees with Commissioner Ciotti's characterization of the proposal. While the proposal offers tax revenue and prestige for the County, it will not result in a good neighbor. Boeing's responses indicate that it really does not care about accommodating the Park, the impact of its penthouse/rooftop sign on the Park, establishing higher standards for energy efficiency, accommodating parking for the public, or locating the bike share stations to encourage employees to bike to and from the Metro station. Commissioner Cole continued that he is willing to wait for another user for the site, in the hope that that it will be a better neighbor. In many ways Boeing can be good for the community and has been good for the Crystal City BID, but in too many other ways it is not as it is breaking too many rules.

Commissioner Savela stated that she did not vote to support the deferral motion last month because she feared the applicant would not make any changes. If she had voted to defer, she would have added additional recommendations to address the necessity of breaking up the super block to allow some permeability to the site and the need to address the very mediocre architecture that Monument has presented, architecture that will be visible from our spectacular aquatics center.

Planning Commission Motion

Commissioner Savela moved that the Planning Commission recommend the County Board deny the resolution to amend the General Land Use Plan to modify Note 20 and deny the ordinance for a site plan amendment to SP #400 on the grounds that it does not conform to Arlington County's urban design goals generally and to the goals of the Master Plan for the North Tract Park and Recreational Facilities and Surrounding Area, and represents a diminution of the public realm relative to that created in the North Tract Lofts site plan and the approved SP #400; furthermore, should the County Board find that there are overriding reasons relating to the retention of The Boeing Company in Crystal City, that the County Board seek clarification from the County Manager for the purposes of the public record on the unique and extraordinary benefits to be realized by the County through the retention of this particular corporation and justifying the approval of this site plan amendment. Commissioner Hunt seconded the motion.

Commissioner Savela provided further explanation for her motion. She noted that there is a long list of reasons why the proposed site design is not responsive to Arlington County's standards, and the various site design issues are detailed in last month's Planning Commission letter to the County Board that will be attached to this letter. Those issues included the mediocrity of the architecture, including the lack of successful efforts to break up the monolithic appearance of the building; the devotion of a large site area to a large ceremonial entrance for vehicular access; the location of the garage entrance on 6th Street, in which in prior site plan discussions for this location staff had indicated it was unacceptable; the lack of activated building frontages and public spaces; retention of the massive super block that needed breaking up; the lack of shared parking; and, provision of a single use with no ground floor retail. In Arlington County, secure buildings are accommodated, as evidenced by the DARPA building and others, and will continue to be accommodated in the future. These tenants are an essential part of Arlington's economy, and Boeing is valued as a corporate citizen in Arlington. But the drawbacks experienced by the community must be mitigated by offsetting community benefits, and the proposed site plan in no way approaches this. The County cannot overlook its goals for a mixed-use urban community adjacent to Long Bridge Park and its state-of-the-art aquatics center. This is not the place for the project that has been brought before the Commission. Commissioner Savela stated that the reason she included in her motion the proviso to ask the County Manager to present a compelling argument for the unique and extraordinary benefits the County would realize if the site plan amendment is approved and Boeing is located on this site, is because she is concerned that this approval would set a precedent that would lower the bar for our planning standards to such a degree that it would place the County in an awkward position as it forges ahead with Crystal City planning and negotiates with property owners on redeveloping their sites. She expressed concern that this will become our new standard and it is an unacceptable low bar. If this building, immediately adjacent to the park heralded by County government for many years, represents acceptable planning standards, then poor architecture, lack of pedestrian permeability, and other features should be acceptable elsewhere. She agreed with Commissioner Hunt that the discussion in the County Manager's report is disingenuous to suggest that the proposed project meets the County's standards and policies, as it flies in the face of the County's planning record. Commissioner Savela stated she appreciates AED's concerns regarding retaining this particular tenant and occupying office space in the County, as it provides an important tax base, but focusing on short term financial benefits is very short sighted. The approved site plan has half as much density and presumably the County would be getting more property taxes and a greater

contribution to the TIF. She recognizes the value of the TDR associated with the density left on Twin Bridges, but the County would have to find a receiving site and there will be a lot of competition for such receiving sites. The Historic Resources Inventory agenda item heard earlier this evening provides many opportunities for new TDR sending sites. PenPlace may be a logical place to use the TDRs, and it may also be a logical place for a secure building for Boeing with close proximity to the Pentagon.

Commissioner Serie indicated that he supports the motion. He agreed that the proposal would lower the bar with regard to land use planning. Commissioner Serie stated that he does not understand the assertion in the staff report that an edge site is not a component of a larger network of buildings, or that it is appropriate for a single use development. When he thinks of all the edge sites in the Rosslyn-Ballston Corridor, this line of thinking would set a bad precedent. He concurred with Commissioner Cole's comment that Boeing has been a fabulous neighbor for their work with the Crystal City BID. This site plan is a shocking turnaround from that experience.

Commissioner Fallon stated that from an economic development perspective, the expansion of Boeing with the proposed development would be a very significant and profitable decision for the County. However, it is about the land use proposal and not the applicant. The County has made a significant investment in the Park and aquatic center. Arlington is trying to be a good neighbor to adjacent properties with the Park, and Boeing should try to be a good neighbor to the Arlington community. Arlington has high standards for what it expects in a project. Arlington is unique and does not have to compromise its standards. There does not appear to have been any compromises offered by Boeing. Commissioner Fallon stated that he will abstain because he arrived late to the meeting and missed most of the discussion; however, if he had arrived earlier, he would vote to oppose the project.

Commissioner Cole commented that the DARPA building in Virginia Square, which is a secure facility, has a first floor café that is open to the public. He understands that Boeing has security standards. Security standards aside, the Commission has asked Boeing to be responsive, to at least meet them part of the way, and Boeing chose not to respond to any of the Commission's recommendations. Commissioner Cole stated that this was very frustrating for him because he wants Boeing to continue as a member of the community; however, Boeing has not been willing to develop a facility that comes close to meeting the policy standards that the County Board has set. He commended Commissioner Savela on the leadership she provided on this project.

Commissioner Malis asked for unanimous consent to attach to the Planning Commission letter to the County Board the September 2008 Planning Commission letter and the document prepared by Commissioner Serie providing excerpts from the 2008 staff report. There were no objections so the aforementioned documents will be attached to the Planning Commission letter.

Commissioner Harner indicated that he appreciates the comments of his fellow Commissioners, for standing up for our planning principles. There is a tremendous misalignment between the community's expectations and the proposed project. There are other ways this building could have been designed to meet some of the community concerns. He concurred with Commissioner Cole's comments regarding Commissioner Savela's leadership, as she made clear the community's expectations for the site.

Commissioner Monfort stated that this proposal reminds him of the Home Depot proposal on the old Sears site in Clarendon, which was rejected and eventually replaced with the very successful Market Commons project. The Boeing proposal is not the best project for this site. Many defense-related companies are located in Arlington due to its proximity to the Pentagon and Capitol Hill, and companies will continue to seek locations in Arlington. The County can do a lot better than this. He will support the motion to deny.

Commissioner Hunt commented that Arlington is a recognized smart-growth community and works to maintain this distinction so that it remains an attractive place for companies to locate. Boeing should want to reside in a brilliant and exciting location. She does not agree that Boeing is being asked to compromise; rather, the company is being asked to seek improvements that will benefit both the company and Arlington County.

Commissioner Serie commented that in addition to the DARPA secure building mentioned by Commissioner Cole, there is another secure government building in Ballston that also has a public ground-floor restaurant, and that is why the security design in this proposal is so unacceptable. He reiterated the issues with the proposed penthouse/rooftop sign, and added that the update to the sign ordinance will allow administrative review of signs that were previously reviewed by the County Board. He finds it unusual for the proposed resolution for a project to include a statement allowing a sign above the roofline on the penthouse.

Commissioner Ciotti stated that the Commission does not enjoy having to spend so much time trying to be respectful and eloquent about why it needs to deny a site plan. She reminded Boeing that the Planning Commissioners are the stewards of the County's plans and policies and the excellent work done by the Planning Commissions that came before, and can see what wonderful, livable communities can be. She remembers the outcry about the Home Depot project in Clarendon, which was the County's vision for a livable community. The Arlington community has always voted for park bonds and school bonds and is willing to put more money into these facilities to enhance them and realize its dreams. The community is willing to pull more money out of its pocket to invest in Arlington, even though many people live on fixed salaries that have not been increased in years.

The Planning Commission voted 9-0-1 to support the amended motion. Commissioners Ciotti, Cole, Harner, Hunt, Malis, Monfort, Savela, and Serie, supported the motion. Commissioner Fallon abstained.

Respectfully Submitted,
Arlington County Planning Commission



Rosemary Ciotti
Planning Commission Chair

**Monument View Site Plan
June 28, 2008 approval
Excerpts from County Manager Report
(Emphasis added)**

*"The proposed development will be **a gateway** into the future Long Bridge Park to the north. The proposed project benefits greatly from having such a large and significant amenity as a neighbor, making it more marketable to both potential office tenants and residents. In addition, the County wants **to ensure that the Monument View project's details reflect positively on such a large County investment to the north, as well as meshes well with the current planning efforts to the south in Crystal City.***

*During the design review for Monument View, staff took into account discussions regarding the current planning and redevelopment of Crystal City. The evolving Crystal City Planning Process is centered around its Vision Statement, Goals, and Objectives (Attachment B). **Given this proposed project's proximity to Crystal City and as a gateway to Long Bridge Park, it was noted that it would be worthwhile for the Monument View site plan to incorporate applicable aspects of the Crystal City Guiding Document.***

*As part of Condition #65 **the applicant has agreed that all of the office's 571 parking spaces would be available to the public** on week nights (after 6:00 p.m.) and weekends until the close of Long Bridge Park. The shared office parking provided by the project in addition to the nearly 100 on-street spaces proposed along OJDH **would greatly increase the parking available to visitors and users of Long Bridge Park.***

DISCUSSION

*Adopted Plans and Policies: The North Tract Area Plan Study and the North Tract Task Force Final Report, "**A Master Plan for the North Tract Park and Recreational Facilities and Surrounding Area**" were accepted by the County Board on February 21, 2004. On April 27, 2004 the County Board established the "North Tract Special Planning District." **Attachment C** provides information on the District's vision and goals, which are consistent with the aforementioned study and report accepted by the County Board on February 21, 2004.*

*The location of the **proposed Monument View site plan is within the scope of the District.** At the time the Master Plan was created, there were many different options available for the County owned land located to the south of 6th Street South. As noted in the Final Report, "Other density/intensity transfer options might also be possible to help fund recreation facilities or provide parking for park users." **The proposed Monument View project fits into one of those options as it does provide public parking, primarily intended for Long Bridge Park users, as part of its overall plan.***

ATTACHMENT C

NORTH TRACT PLANNING DISTRICT

The vision and goals for this district are:

Vision:

The North Tract area will be transformed into a distinctive showplace of environmentally sound redevelopment, with a central expanse of attractive public green spaces and high-quality indoor and outdoor recreation facilities that are accessible to all Arlingtonians, **conveniently linked with nearby urban corridors and the Potomac riverscape, and coupled with complementary private redevelopment.**

Goals:

1. To redevelop this longtime industrial area into a green urban oasis that will be a model of effective environmental reclamation and community-oriented reuse.
2. To establish and maintain a great urban park with appealing spaces, facilities, and natural and manmade features in an integrated design that offers opportunities for sport, recreation and relaxation for people of diverse ages, interests and skills.
3. To provide convenient multi-modal access to and within the area, with emphasis on efficient mass **transit and safe passageways for pedestrians and bicyclists.**
4. **To recognize the site's location and exploit its potential as a gateway between Arlington and the nation's capital, as a greenway near the historic Potomac shore, and as a gathering place for the community.**
5. forge creative partnerships with private entities, non-profit organizations, and other public agencies to complement direct County investments in the park and help to achieve, in cost-effective ways, the planned community facilities **and the compatible, high-quality redevelopment of adjacent privately-owned sites.**

(Emphasis added; extracted from General Land Use Plan text available at http://www.arlingtonva.us/Departments/CPHD/planning/docs/CPHDPlanningDocsGLUP_metrocorridors.aspx)

From: John Reeder <jreeder123@msn.com>

To: Arlington Greens Discussion group <arl-discuss@arlingtongreens.org>

Subject: self sufficient office building in Seattle to be energy and carbon neutral

Date: Wed, Oct 5, 2011 10:18 am

The New York Times, October 4, 2011

The Self-Sufficient Office Building

By BRYN NELSON

SEATTLE — One of the most highly anticipated development projects in the Pacific Northwest is still little more than a grid of concrete and rebar at the edge of the Capitol Hill neighborhood here. When completed near the end of next year, though, the six-story office building may be the greenest commercial structure in the world. The building, the \$30 million Bullitt Center at 1501 East Madison Street, is expected to set a new precedent for environmentally friendly design and construction and in doing so would reinforce Seattle's reputation as a global leader in sustainable development.

As the future home of the environmentally focused Bullitt Foundation and other like-minded tenants, the Bullitt Center is designed to produce as much electricity as it uses, making it both energy- and carbon-neutral. The building will supply and treat all of its own water, capturing rainwater in a 50,000-gallon underground cistern. And its construction will exclude items on a "red list" of hazardous materials like lead and cadmium, a stipulation that has required developers to compile a spreadsheet of 362 prohibited building components.

If the Bullitt Center passes the self-sufficiency test after its first full year of occupancy, it will be certified as a "living building" by the International Living Future Institute, a group based in Seattle that has established a green building standard, called the Living Building Challenge, widely viewed as the world's toughest.

"The story is that this building is pushing the boundaries of performance in all categories, not just in one or two," said Jason McLennan, the chief executive of both the certifying institute and the Cascadia Green Building Council, a chapter of the U.S. Green Building Council that administers the better-known LEED rating system. "For this building type and this scale, it's the first in the world to go this far."

So far, only three modestly sized buildings have been fully certified as "living buildings," a phrase Mr. McLennan coined in the '90s for structures that could operate "as elegantly and efficiently as flowers." Joining the exclusive group means meeting expectations in seven areas, or "petals," including water, energy, health, materials, site, equity and beauty; projects also may attain certification in individual petals.

Although the concept has not yet attained the popularity of movements like the primarily European Passivhaus, about 100 other "living building" projects are in development.

Denis Hayes, the president and chief executive of the Bullitt Foundation and a national coordinator of the first Earth Day in 1970, said his foundation's future home had benefited from an integrated design process involving architects, engineers, developers and contractors.

Rising above an adjacent pocket park lined with gnarled sycamores, the building will be capped by a rooftop "sombbrero" of photovoltaic panels expected to produce enough energy in the summer to overcome wintertime deficits and break even over an entire year.

The idea that solar energy alone could meet the needs of a multistory office building in overcast Seattle might strike some as wishful thinking.

But that will be accomplished through a combination of increased panel efficiency and a decrease in energy demands. The Bullitt Center is expected to use less than one-fourth the energy of a typical building its size; conventional usage would have dictated a 64,000-square-foot solar panel canopy that would have shrouded the block.

Even so, the solar panel array will extend out like a brim over the sidewalk, requiring a special permit from the

city. Minimizing the building's energy footprint has also required higher ceilings and windows to let in as much natural daylight as possible, tacking an additional nine feet to the building's overall height and prompting an ultimately unsuccessful zoning challenge from a neighboring apartment building.

Meeting strict water usage rules could prove more onerous. As planned, the Bullitt Center will collect and treat rainwater for its showers, sinks and drinking fountains, then filter the used "gray water" through a lower-level green roof and a strip of landscaping. The building's raw sewage will be composted and decontaminated before being shipped offsite to be converted into fertilizer.

The Washington State Department of Public Health requires urban public-use buildings that obtain their potable water from anything other than a municipal supply to chlorinate it. But chlorine would run afoul of the Living Building Challenge's prohibitions on toxins, and the Bullitt Center's backers are pushing instead for ozone purification, a less toxic method used elsewhere around the world.

Chris Rogers, of the building's developer, Point32, said the project's team was negotiating with state authorities over how to have the Bullitt Center's water independently tested to prove that it would meet quality standards. Even if it does, the Bullitt Center will remain connected to the city's water supply as a backup.

The project ran into another snag over financing. The Bullitt Foundation challenged a design firm, the Miller Hull Partnership, and their collaborators to develop a core of steel, concrete and timbers with a life expectancy of 250 years, a nearly unheard-of number in an industry that typically uses 40-year life spans in appraising the value of commercial buildings. With no comparable structures to point to, banks were at a loss for how to value many of the building's central features, including its expected longevity and its energy and water self-sufficiency. Most balked at lending. Meanwhile, the upfront costs have run about one-third higher than for commercial structures of comparable size.

"Candidly, we had to put more equity into this building than we expected," Mr. Hayes said. "We found only a very, very, very limited number of banks that would even consider making a loan, and the most generous of them gave us a construction permit for about 50 percent of the cost of constructing the building."

Mr. McLennan said the difficulties in financing the project, however, could ease the strain on future efforts by providing a template for the added value of a living building. "How do you find comparables for a building that's never been built like this before?" he asked. "You can't."

The project has won some important victories. Earlier in its development, it was a catalyst for the passage of a 2009 Seattle ordinance that set up a pilot program offering new flexibility in the city's land use code for up to 12 potential "living buildings."

After the developers selected highly energy-efficient windows from Schüco International, a German company, it agreed to set up its first American assembly plant, in the Puget Sound region. And Point32's team persuaded Building Envelope Innovations, of Clackamas, Ore., to reformulate its Wet-Flash sealant, a liquid spray that creates watertight and airtight barriers, to exclude phthalates, compounds that mimic some human hormones and have been linked to disruptions in the endocrine system.

The Bullitt Center has early lease commitments for four of its six floors. The building's general contractor, the Schuchart Corporation, will be a principal tenant, joining Mr. McLennan's Cascadia Green Building Council in staking their reputations on the structure's success. The foundation says rents will be comparable to those for other newly constructed, LEED-certified buildings in the area, and it eventually expects a positive return on investment.

Mr. Hayes said the project team was talking with behavioral economists on incentives to encourage tenants to practice environmentally responsible habits. Immediate feedback on energy use may be one. Competition among floors may be another, as well as making each tenant's consumption public.

Designers also are not beyond a little bribery. At the site's high point along East Madison Street, a glass-enclosed stairwell will connect the upper four floors. Those who choose to walk rather than take the elevator will be rewarded with spectacular views of the Space Needle and downtown skyline.

PC 6



ARLINGTON COUNTY, VIRGINIA

ARLINGTON COUNTY PLANNING COMMISSION

2100 CLARENDON BOULEVARD, SUITE 700
ARLINGTON, VIRGINIA 22201
(703) 228-3525 • FAX (703) 228-3543



ROSEMARY CIOTTI
CHAIR

STEVE SOCKWELL
VICE CHAIR

FREIDA WRAY
COORDINATOR

GIZELE C. JOHNSON
CLERK

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 6th 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 6th Street and across from park will conflict with the park design and uses.
- The public spaces adjacent to 6th 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 6th 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 8th 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 6th 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 6th 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 6th 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 6th 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 6th 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 6th 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 6th 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 6th 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 6th 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 6th 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 4th 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 6th 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.

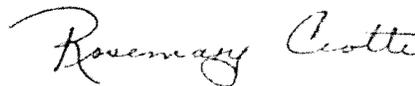
The substitute motion to deny failed by a vote of 4-7. Commissioners Ciotti, Hunt, Savela and Serie supported the substitute motion. Commissioners Cole, Fallon, Harner, Klein, Malis, Monfort, and Sockwell opposed the substitute motion.

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 6th 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



LONG BRIDGE PARK DESIGN ADVISORY COMMITTEE

2100 Clarendon Blvd. Suite 414 Arlington, VA 22201
TEL (703) 228-3318 FAX (703) 228-3328 TTY 703.228.4611 www.arlingtonva.us

August 31, 2011

The Honorable Christopher Zimmerman, Chairman
Arlington County Board
2100 Clarendon Boulevard, Suite 300
Arlington, VA 22201

Re: Proposed Monument View Site Plan Amendment

Dear Chairman Zimmerman:

On behalf of the Long Bridge Park Design Advisory Committee (LBPDAC), I write to convey our serious concerns regarding the site plan amendment submitted by Monument Realty to Arlington County for the Monument View site. We strongly support the agreement through which the County will obtain the Twin Bridges property in exchange for the county holdings between 6th Street South and 10th Street South, and commend the Board's efforts to insure that this vital land transfer will finally happen this year. We also believe that private projects within the North Tract Special Planning District, especially at this gateway location along Old Jefferson Davis Highway, should meet the adopted plan's goals of complementary, compatible, high-quality redevelopment. That is the basis for our concerns.

The largest park-related problem with the proposed amendment is that it would eliminate all public access to the parking spaces in the proposed Boeing Company complex. Condition 65 of Site Plan #400, approved by the County Board on June 24, 2008, provides that all of the 571 parking spaces for the office part of that project will be available to the public "after standard office hours (weekday evenings after 6:00 p.m., weekends, and all legal holidays) until 12:00 midnight" or until the closing time of Long Bridge Park facilities if later. This is a very large community benefit which should not be allowed to evaporate.

Parking within Long Bridge Park has been planned to accommodate everyday uses and activity levels. Phase I of outdoor development, now nearing completion, includes 185 parking spaces in the surface lot plus 130 on-street parking spots. The LBPDAC anticipates that about 225 spaces will be added to serve the future first phase of the indoor Aquatics, Health & Fitness Facility, now being planned. We have always recognized that these resources will have to be augmented by a combination of transit and auxiliary parking for major events such as large tournaments, festivals, arts or food fairs, bicycle and foot races, and holidays that bring crowds to the riverfront. Public parking for over 500 cars at the Monument site next door to the park has been a key

G.A.B.



LONG BRIDGE PARK DESIGN ADVISORY COMMITTEE

2100 Clarendon Blvd. Suite 414 Arlington, VA 22201
TEL (703) 228-3318 FAX (703) 228-3328 TTY 703.228.4611 www.arlingtonva.us

assumption in our evaluation of the park's capacities to welcome large groups and popular community events and festivals.

The LBPDAC therefore urges the Board to insure either that this benefit is maintained, or that adequate compensation for its loss is included in any revised site plan approved by the County. Specifically, if condition 65 is eliminated, we urge you to insist on a substitute condition that provides sufficient ongoing contributions from the developer to cover the costs of weekend and holiday shuttle services for park users to the closest Crystal City parking lots (e.g., parking at 201 South 12th Street, 1350 Crystal Drive, and the Pentagon overflow lots along Army-Navy Drive) and to the Crystal City and Pentagon City Metro stations. Anything less than this would be a regrettable retreat from the supportive parking provisions already agreed to by the County and the developer, and would undermine the County's ability to provide great experiences for visitors to our signature park at peak periods.

LPBDAC members who have participated in site plan review also have concerns about other aspects of the Boeing proposal, including traffic impacts on 6th Street and the design and friendliness of public spaces around the project's perimeter. The DAC as a group has zeroed in on the parking provision because of its large implications for the park. We appreciate the Board's attention to this issue and stand ready to work with you, staff, advisory commissions, the community and the applicant to find a reasonable long-term solution.

Sincerely,

A handwritten signature in black ink, appearing to read "Tobin L. Smith".

Tobin L. Smith
Chair
Long Bridge Park Design Advisory Committee

cc: Members, Arlington County Board
Barbara Donnellon, CMO
Erik Beach, DPRCR
Aaron Schriber, CPHD
Rosemary Ciotti, Planning Commission
William Gearhart, Transportation Commission
Paul Holland, Park and Recreation Commission

September 7, 2011

Planning Commission
Arlington County, Virginia

Subject: Monument View
Site Plan Amendment

Dear Planning Commissioners:

I am in support of the proposed Monument View Site Plan but am requesting that the Plan be approved with important modifications to the public space along 6th Street in order to invite use and public enjoyment. These modifications are:

- Provide a water feature such as a runnel or raised water table that will enliven the seating areas and attract families as shown on the applicant's submittal.
- Provide more vertical cultural or historic place making elements in addition to the proposed floor plaque. A vertical place making element such as an artwork will be more apparent and could celebrate the history of aviation or the Boeing Corporation's role in aviation. The Site Plan Review Committee had a number of excellent suggestions that should be pursued by the applicant.
- Increase seating with moveable chairs to accommodate different seating arrangements and attract users. The flexible seating arrangements will be enjoyed by employees as well as by the general public and park users.
- Utilize the Silva Cell pavement supporting system for the trees surrounded by pavement. This system increases non-compacted soil space for the street trees. Shade for public comfort is important and adequate soil volume will ensure that the tree's can grow into the tall, canopy trees envisioned by the designers.

Activation of the 6th Street public space is important because this space is directly adjacent to Long Bridge Park and park users as well as employee needs should be addressed. As currently designed, the public space will be attractive but ultimately unused, "dead" space. There is nothing but a few angled benches to seat on and a floor plaque to read. The proposed vender will help but cannot be considered a permanent feature. Fortunately, the proposed shade trees will provide comfort but they need to have more soil volume to sustain tree health and height.

I hope that you will support the proposed development with these modifications or other revisions that will help attract people to use the public space along 6th Street. A development of this size and architectural quality should provide an equally successful public space.

Thank you for your time.
Sincerely,



Karen Kumm Morris, RLA., ASLA, APA

Terry Savela

From: Christer.Ahl <christer.ahl@comcast.net>
Sent: Wednesday, August 24, 2011 9:19 AM
To: ashriber@arlingtonva.us
Cc: 'Terry Savela'; 'judy freshman'; 'Jim Whittaker'; Carrie3219@aol.com
Subject: SPRC Monument View -- SP # 400

Importance: High

Dear Aaron:

This is to place on record the concerns on behalf of the Crystal City community, where I have consulted with my active colleagues; I should add that, personally, I have an added interest in the site as a longstanding member of the planning efforts for Long Bridge Park.

I note that in the final SPRC meeting, Chair Savela took a very strong position in the summing-up, expressing serious misgivings both about the fundamental nature of the proposed development and about a number of specific aspects. From a Crystal City standpoint, however, it is was 'surprising' to see throughout the SPRC how relaxed and 'defeatist' the SPRC acted.

It is clear that there are serious reasons to be concerned about the SP amendment at a fundamental level. The existing SP emphasizes mixed-use development with many features that would offer a nice 'lead-in' and 'dovetailing' with the Long Bridge Park, on this site that completely dominates the approach to the Park. This involves the hope for an active streetscape in evenings (and during weekends), the expectation of attractive and welcoming buildings brought out to the street (Old Jeff Davis Hwy side), collaboration and synergy regarding open space, scope for retail, parking, public transportation etc.

The change to an all-office development, furthermore with substantial security requirements, by definition makes these expectations impossible. The proposal calls for a building and a setting that will be a complete misfit with the Park and its visitors, in terms of massing, set-backs, security arrangements, and the fact that the site will be 'dead zone' after hours.

It would seem clear that, as the proposed amendment is such a substantial departure from the existing Plan, the County would have substantial leverage, under the assumption that the basic amendment could be approved, to demand major ameliorations and accommodation. It is therefore frustrating to see that instead the SPRC process implied a willingness to 'bend over backwards' in the sense of being 'confused' by an applicant willingness to offer a large number of essentially cosmetic and unimportant changes, while refusing even to enter into serious discussion on some more fundamental issues.

One serious concern is the stubborn and unexplained insistence on turning 6th St into the location for not just the entrance to garage and driveway, but also the absolute refusal to entertain the notion of moving the exit to a side street. This would achieve the purpose of moving the evening exodus and traffic flow away from the street that is the 'border' between the site and the Park, an area where unavoidably Park visitors will be milling around, an area that had been intended as a peaceful transition, with emphasis on open space, retail and food services.

The secure nature of the building would also remove the expectation of an arrangement for parking sharing, during evenings and weekends. Such a disappointing outcome would clearly call for a very substantial compensation in terms of shuttle arrangements and/or financial compensation. For instance, it is hard to see that employees will not soon realize the need for a Metro shuttle, where the access and hours could then be extended to accommodate Park visitors,

also during evenings and weekends. So it is a matter of concern that the only nod in the direction of public transit has been a seeming reluctant willingness to allow space for a miniature bus stop.

Clearly, any open space and any arrangements for food services at 6th street could only be a 'token', rather than the synergetic arrangements envisaged between residential development and the Park. Park visitors would be left with very few and small spots where access would not be forbidden, and where traffic would not make for a dangerous setting. Other community benefits, for instance art, can also best be described as token efforts.

In summary, while asking for a major amendment in the existing SP, the applicant is demonstrating an unwillingness to consider important changes, instead offering cosmetic changes and refusing to discuss the important issues. That this approach has not been met by very strong resistance by SPRC members is greatly disappointing. We must hope that this will be corrected as the matter is turned over to the Planning Commission in the next step.

Regards

Christer Ahl
representing the Crystal City community

ARLINGTON COUNTY PLANNING COMMISSION

SITE PLAN REPORT FOR 09-08-2011 (CARRYOVER) PC AGENDA ITEM #6, MAJOR SITE PLAN AMENDMENT TO MONUMENT VIEW

Submitted by Terry Savela

SPRC Meeting Dates: 5/9/11 (full three hours); 6/16/11 (full three hours); 7/11/11

Project Summary:

This property is the subject of an exchange agreement between Arlington County and Monument Realty, the owner of the Twin Bridges site on the north of Long Bridge Park. The exchange agreement, amended 9-28-2010, calls for the closing of this land swap to occur the early of 12/31/2011 or 60 days following the County Board taking any action on this site plan. The existing approved site plan was heard by the Planning Commission on 5-7-2008 and on 6-2-2008. The property is part of the North Tract Special Planning District and abuts the northern edge of the Crystal City Sector Plan boundary.

While technically a major "site plan amendment" (SPA) due to the existing approved site plan at this location, the proposed project represents a completely different development in terms of land use, site design including internal road network and vehicular access points, architectural design, and community amenities. In short, the proposal seeks to replace the approved mixed use project, which includes a residential building, an office building with some ground floor retail, and a new 8th Street South separating the two buildings, with a single secure office building of significantly lesser density that would serve as The Boeing Company's headquarters for government relations.

Issues Addressed and Agreed upon by the Developer:

Modifications to the proposed SPA advanced during the course of the SPRC process included:

- Minor adjustments to the architectural treatment of the facades to improve transparency and reduce the monolithic presentation of the building
- Incorporation and design for public use areas along the edge of the project at 6th Street and Old Jefferson Davis Highway and along the northern section of Ball Street.
- Softening of the security wall edges with increased landscaping
- Incorporation of on-street parking on Old Jefferson Davis Highway (originally prohibited by the applicant due to security concerns)

Outstanding Issues:

The majority of concerns raised at the SPRC, while discussed with the applicant during the process, remain unchanged. These include:

- Architecture - while some SPRC participants voiced some satisfaction with the revised architectural drawings, most indicated continued dissatisfaction, suggesting the facades were more suited to a suburban office park. Some of the criticisms related to the length

and width of the building, which is partly a result of the height limitations resulting from the aviation easement for the site. It was generally felt that this building does not "raise the bar" beyond the existing architecture in Crystal City. Many specific details were discussed and although some were addressed by the applicant, others remain (for example, the location of the loading dock at the corner of 10th and Ball Streets results in a long blank wall facing pedestrians).

- Land use - the land uses in the existing site plan were originally seen as much more fitting to its location abutting Long Bridge Park, with residential ensuring some street activity after dark year round, ground-level retail providing the opportunity for a small food shop, and office allowing for the existing condition permitting public use of the parking garage after office hours and on weekends. The proposed amendment replaces this with a secure building that is not only inaccessible to the public but which is designed to prohibit physical and visual trespassing. The garage is not proposed to be made available to the public, and there will be no publicly accessible retail.
- Use of road grid - the approved plan adds a new 8th Street, off of which some of the garage and loading was to occur. 6th Street was maintained as a very low-use street intended for purposes of maintaining a grid but not expected to accommodate much traffic. The proposed SPA places the one garage entrance off of 6th Street, with vehicles entering a large auto plaza and either using the ceremonial driveway to drop visitors at the door or descending into the secure garage. SPRC members expressed great concern about the amount of traffic this placed on 6th Street and the change in character of this street, immediately abutting Long Bridge Park.
- Green Building - SPRC members sought for an increased commitment to energy efficiency and LEED score, beyond the proposed silver LEED level. The applicant indicated that this commitment was not possible as the LEED silver level is Boeing's "national standard."
- Public amenities - Improvements were made to identifying and increasing the edge areas usable to the public, yet the majority of the potential space available (area eventually covered by the Phase II office building) remains off limits. The large ceremonial auto entrance off of 6th Street further limits opportunities for expanding the size of any publicly-accessible open space.

Suggested Outline for Planning Commission Discussion:

- Exchange agreement - questions regarding the land swap and the impact of this SPA on the execution of this exchange and the remaining density on the Twin Bridges site
- Land use (e.g., changes from approved SP, secure building issues)
- Site design
- Architecture and signage
- Transportation (including street network, cross sections, bicycle and pedestrian ways, parking, and garage and loading dock impacts not discussed above)
- Review of public benefit package / impact mitigation features (including a comparison of the existing site plan vs. proposed SPA)
- Other



NANCY HUNT,
CHAIR
PETER FALLON,
VICE-CHAIR

ARLINGTON COUNTY, VIRGINIA
ARLINGTON COUNTY PLANNING COMMISSION
#1 COURTHOUSE PLAZA, SUITE 700
2100 CLARENDON BOULEVARD
ARLINGTON, VIRGINIA 22201
(703) 228-3525 • FAX (703) 228-3543



LISA E. MAHER
COORDINATOR

May 14, 2008

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

- SUBJECT: 7.**
- A. GP 316-08-1 GENERAL LAND USE PLAN AMENDMENT** to modify Note 20 to designate additional development density to Monument View Site Plan Application (SP #400) site area within "North Tract Special Planning District" which is an area generally bordered by Shirley Highway Interstate 395 on West, the George Washington Memorial Parkway on North and East, and southern edge of 10th Street South.
 - B. Z-2528-06-1 REZONING:** MR Boundary Channel, LLC/Monument Realty, LLC, rezoning from "M-2" Service Industrial Districts to "C-O-1.5" Commercial Office Building, Hotel and Apartment Districts; 320 S. 6th St., 608 S. Ball St., 901 S. Clark St., portions of S. Clark St., and Jefferson Davis Hwy. (RPC # part 34-024-345, 34-025-001, -003, -004, -005).
 - C. SP #400 SITE PLAN:** MR Boundary Channel, LLC/Monument Realty, LLC, application to approve approx. 352 dwelling units, approx. 3,540 sq ft retail, approx. 327,320 sq ft office, with modification of use regulations for exclusion of density for mechanical closets, storage, garage entry, parking, loading; 320 S. 6th St., 608 S. Ball St., 901 S. Clark St., portions of S. Clark St., (RPC # part 34-024-345, 34-025-001, -003, -004, -005) (**Monument View**).
 - D. AN ORDINANCE TO VACATE** portion of South Clark St. between 10th St. South and 6th St. South, adjacent to: Parcel 12, Remainder from Subdivision of Parcels 14 and 15, Potomac Yard (RPC # 34-024-345); Parcel 3-A, Resubdivision of Lot 3, Cullinane Subdivision (RPC # 34-025-003); and Parcel 13, RF&P Railroad Property, Zone 123 (RPC # 34-025-004), which adjacent parcels are owned by County Board of Arlington County, Virginia, with Conditions on vacation.

P.C. #5.A-D.

RECOMMENDATION: Defer the GLUP, rezoning, site plan, and vacation to the subsequent Planning Commission and County Board meetings with the following additional items:

- The parking garage to be lowered to provide sufficient soil depth for street canopy street trees along the entire internal street consistent with county policies;
- Staff to review the new design of the internal street and be prepared to discuss whether it meets the expectations of the Transportation Commission and the Site Plan Review Committee (SPRC);
- The applicant to provide a structure for a jump elevator and bus stop similar to the former design presented, allowing additional access to the office building garage, at the Old Jefferson Davis Highway and new street intersection;
- The next staff report to provide complete conditions including all items agreed to by the applicant at SPRC, including but not limited to:
 - Corrections to Condition #64, which should not reference the Rosslyn-Ballston Retail Action Plan,
 - The LEED condition to be clarified and modified to include the residential building,
 - Condition #52 for the TDM to include the office building,
 - A condition be added to include requirements for the applicant to permit retail kiosks in the Sixth Street plaza and to provide electrical connections, and the applicant to work with the County Manager on the final plaza design and process to accommodate installation of kiosks in the plaza,
 - A condition to be added to ensure that the full benefit of \$4.20 per square foot be provided in the site plan application,
 - A condition to be added regarding County monitoring responsibilities and applicant responsibilities regarding remediation of all groundwater and soil contamination both during construction and during ongoing building occupation;
- The Planning Commission to receive a complete and current set of diagrams for its next meeting including a comprehensive set of street-level perspectives along the new internal street and the frontage along the Jefferson Davis Corridor;
- A condition to be added prohibiting rooftop signs on the residential building and restricting rooftop signs on the office buildings to only the south and west facades;

- **The applicant to fund, out of the community benefit pool, the installation of a historic interpretation sign commemorating Fort Runyon, to be reviewed and approved by HALRB;**
- **The applicant to modify the 10th Street façade to the April 14, 2008 design, and further modify to improve the prominence of the 10th Street entrance;**
- **The applicant to provide street cross sections for old Jefferson Davis Highway;**
- **A condition to be added that outlines all barrier free, universal design, and ADA access agreements;**
- **The applicant to consider the addition of retail on the west side of the office building along Old Jefferson Davis Highway near the jump elevator or in the residential building;**
- **The County and the applicant to consider and study provision of parking all along Old Jefferson Davis Highway, or to the maximum extent possible, from Sixth to 10th Streets; and**
- **The County to seek a response from the Metropolitan Washington Airports Authority (MWAA) regarding whether the site will have impacts on the operation of the regional runway or other operational impacts.**

Dear County Board Members:

The Planning Commission heard these items at its May 7, 2008 carryover meeting. Art Walsh began the applicant's presentation, giving the history of the site. He addressed two staff issues. The first is the LEED score, for which the exchange agreement spells out a maximum cost to reach 26 points. The second is the bus shelter/elevator structure, which was not included in the exchange agreement, so the applicant wants the cost to come out of the community benefit, which staff does not support. Therefore this structure was removed from the plans. Andrew Makin, the project architect, described aspects of the site, showing project elevations and pedestrian views, as well as additional project features. The project landscape architect described the landscape plan and features. The architect described and showed samples of the proposed façade materials.

Rich Dooley gave a staff presentation, listing and summarizing the site plan application and associated requests. The General Land Use Plan (GLUP) note is a statement of the County's intent regarding the exchange agreement. The proposed rezoning is consistent with the GLUP designation. Mr. Dooley listed vision elements of the North Tract Special Planning District that apply to the site plan proposal. Rob Gibson listed three main staff issues, including treatment of streets, creation of a bus shelter/garage exhaust structure with an elevator, and activation of public streets. Staff supports the applicant's recent changes to the Ball Street streetscape. The applicant has proposed new designs for both the bus shelter/exhaust/elevator and the new street (Eighth Street South), but staff has not had time to fully evaluate them. Mr. Gibson explained the ownership change and recent design changes for Old Jefferson Davis Highway (Old JD Hwy), with new street parking. However, in order not to require a major redesign of the project

and a major overhaul of the Old JD Hwy redesign, only two street parking spaces can be provided adjacent to the project. Staff can support this as long as an elevator from the garage parking to the street is provided. Mr. Dooley continued with comments regarding street activation. Betsy Herbst described the proposed vacation, which the Transportation Commission supports. The vacation is part of the exchange agreement. This portion of South Clark Street was already deleted from the Master Transportation Plan. The Planning Commission should find that the vacation is substantially in accord with the comprehensive plan.

Public Speakers

Sean McCabe, who represents the National Park Service (NPS), supports the land use change and the development of Long Bridge Park and the new project. NPS has a concern about stormwater, and is evaluating information from the developer. NPS is also concerned about rooftop signage and would like to see no signage facing the park. Mr. McCabe recommended prohibiting rooftop signage on the residential building, and restricting rooftop office signs to the south and west sides of the building. Mr. McCabe is also concerned about Fort Runyon and supports staff's recommendation on the phase 1 and 2 archeological study.

Planning Commission Discussion

At Commissioner Sockwell's request, Mr. Gibson reported that the Transportation Commission (TC) recommended deferral to June in order for the applicant to provide additional information on the three issues listed in the staff report and more clarification on the street cross sections.

Commissioner Savela reported on the Site Plan Review Committee (SPRC), which met four times. This is a complicated arrangement, with the exchange agreement setting forth some parameters regarding density and site plan conditions. However, the site plan is subject to complete review and County Board discretion to approve. Standard conditions can be modified on agreement by the parties. SPRC had general enthusiasm for the architecture and some of the innovative design solutions, including nice resolution to louvers and vents. The SPRC caused modifications to the Sixth Street plaza and the other open spaces, and improvements in sidewalk clear widths. One issue raised was the extent of the light colored roof that was apparent from the parkway. The applicant intended to add dark banding, but that is not clear from the April 17 plans. Outstanding issues beyond those identified in the SPRC report are listed in the staff report and include Mr. McCabe's signage issue. SPRC was generally dissatisfied with the internal street but enthusiastic about a bus shelter structure at Old JD Hwy as long as it includes an elevator instead of stairs. Commissioner Savela noted that items are missing from the package provided, including some items that were shown at SPRC.

Street Vacation

Commissioner Sockwell asked for the dimensions of the vacation. Ms. Herbst answered that it is a 50-foot wide public street between Sixth and 10th Streets.

Commissioner Fallon asked about the consequences of County Board approval of the vacation absent concurrent approval of the site plan application. Ms. Herbst responded that the County

Board's practice is not to vacate the street without also approving the site plan. Commissioner Harner asked about the purpose of the vacation. Mr. Gibson responded that the purposes are realignment of Old JD Hwy and connection of Sixth Street, and also because the exchange agreement provides for the developer to use this area for its project and for density. Development of this site would not need access to Clark Street.

Internal Street:

Commissioner Monfort questioned SPRC's concern about a curve in the street. He likes curves since they slow down traffic. Mr. Gibson noted that staff had not seen this design before, but that it appears the applicant is moving in the right direction. The porte cochere has been removed, and this design addresses TC's concern regarding the difficulty of distinguishing between the plaza and street. Planning Commissioners, with staff and the applicant, discussed changes in the trees on the internal street. Three have been brought down to sidewalk level, and others have been lowered to 18 inches above the sidewalk. The three trees adjacent to the curb can be canopy trees. Commissioner Savela noted that SPRC wanted to see canopy trees along the entire interior street, which could be provided by lowering the garage roof slab. There was a concern raised at the SPRC that the curvature of the street would make it look more like a private street. Commissioner Malis noted that the Commission was just presented with a redesigned street in the applicant's presentation and it would be difficult for the Planning Commission to approve something without documentation and without staff's review.

Commissioner Harner asked why the loading and parking were located on the east end of the office block on the internal street, rather than on 10th Street across from that of the office building across the street. The architect located these uses at the low end of the site near Ball Street and worked to avoid access on Old JD Hwy. The proposed location can also include a depressed driveway to avoid encroaching into second floor office space.

Commissioner Fallon likes the curved street aesthetically, although functionality will decrease with the loading dock. He asked if this street would be expected to carry a significant traffic load once the improvements for Long Bridge Park are completed, and if a curved street will meet that need. Mr. Gibson responded that its main benefit is access to the garage, and not much use is expected beyond people using the garage.

Commissioner Malis asked about the garage and loading doors on the office building, as well as the purpose of the large metal louvers on either side. The applicant discussed this portion of the façade, which includes garage intake vents.

Entry/Exit for Public Parkers:

At the request of Commissioner Savela, the architect described the air vent and stairs to the garage, and displayed an image of the bus and garage shelter presented at one of the SPRC meetings. Commissioner Savela noted that SPRC liked the previous bus shelter/garage exhaust structure design, but with an elevator instead of stairs. Commissioner Hunt noted that it would seem reasonable that the applicant would prefer to have public access from the garage directly to the street, rather than having the public use the lobby elevator. Also, the Planning Commission

would like to see universal design principles used here. The applicant explained that garage access by elevator would be provided through the office building lobby, with secure access to upper office floors above the ground level. Other Commissioners agreed that garage access to the street should be provided, and some suggested that it should be considered a community benefit, with its cost allocated from the total benefit value. Commissioner Ciotti asked why the public access to the parking garage is not provided on Sixth Street. The applicant explained that Sixth Street is at the end of the residential building farthest from the office building that provides the public parking.

Retail

Commissioner Savela noted that the SPRC had expressed interest in moving retail to Old JD Hwy end of the street to activate the area along the main pedestrian route from Crystal City to Long Bridge Park. She also noted that the applicant had agreed to permit retail kiosks on the Sixth Street plaza and had agreed to construct electrical outlets for use by the kiosks, but that there was no condition memorializing this in the staff report.

LEED

In response to a question from Commissioner Sockwell, Mr. Dooley explained that staff's position is to request the applicant to show how both buildings will achieve 26 points before they receive any building permits. At least two of those points should come from the Energy Optimization section of the LEED scorecard. The condition language refines the provision in the exchange agreement. The LEED condition has been revised. Mr. Walsh added that the applicant believes that the condition language is not consistent with the exchange agreement. Commissioner Sockwell opined that the applicant's proposal is not consistent with the environmental goals of the North Tract Special Planning District as described in the Vision Statement. Commissioner Dorsey agrees with staff and noted that it should not be difficult or costly to achieve the additional points.

Commissioner Chávez asked whether the County will take life cycle cost savings into account in determining the cost of reaching 26 points. Mr. Gibson said no. Commissioner Chávez suggested that the County Board could approve less density to reduce the project's environmental impact. Commissioner Savela noted that the Planning Commission is not necessarily constrained by the exchange agreement but should review the project in the context of the County's adopted planning documents. She supports Commissioner Sockwell's comment regarding the North Tract Special Planning District's environmental objectives for this site, as stated in the General Land Use Plan.

Commissioner Pebley asked whether the County has looked at costs of site remediation. Mr. Gibson said that the cost was factored into the negotiated exchange agreement values. Mr. Dooley added that the applicant proposes a LEED credit for brownfield redevelopment. Commissioner Fallon asked if provision of bonus density for LEED certification should be considered. Mr. Dooley responded that the applicant was unable to fit the full density permitted under the exchange agreement on the site, and consequently that a LEED bonus is not an option for this project.

Fort Runyon

Commissioner Monfort suggested a site plan condition for installation of a historic interpretation sign on the Sixth Street plaza with approval required by HALRB, with the cost part of the community benefit package.

Commissioner Pebley noted that any historic investigation of the site could be hazardous due to contamination of the site. Mr. Dooley stated that staff review of Condition #54 related to the historic issues deemed the standard language sufficient.

10th Street Architecture

Commissioner Monfort expressed the importance of having the staff architect come to SPRC meetings to explain his positions. Otherwise, it can become impossible to reconcile staff's architectural opinions with those of the SPRC. The version of the 10th Street façade presented, and preferred by the staff architect, is different from the version preferred by SPRC. Commissioner Hunt indicated she will repeat her invitation to the staff architect.

Commissioner Malis is concerned that 10th Street becomes the back of the building, and the entrance on 10th Street is not noticeable. While this is not a main entrance today, the design would not allow for future changes. The project architect discussed the façade and noted that the applicant has added a canopy to the door on 10th Street. Commissioner Malis appreciates the vertical hints at the door and would like to hear the staff architect's comments on why there should not be a major entrance here.

Commissioner Harner thinks earlier versions of the 10th Street designs were better. The current design breaks too many rules and makes it difficult to understand the aesthetic construct of the building. The residential building is a megastructure, but it is well broken up. The office building is also a megastructure but has an oppressive quality. The monolithic roof accentuates the length and mass of this building. He agrees with Commissioner Malis' concerns about the 10th Street entrance, which should have more prominence. Commissioners discussed their preferences among the alternatives, and the consensus was that most prefer the April 14, 2008 version. The project architect agreed that this version is more consistent with the other three sides of the building and was his preferred design as well.

Groundwater

Mr. Gibson reported that the State Department of Environmental Quality requires a discharge permit for this project that sets minimum water quality requirements in order to discharge into the wastewater system. Terry Fortune from Monument Realty confirmed that the requirements will apply both during and after construction.

Additional Issues—Signage, Transportation and Utilities, Other

Commissioner Malis noted a number of staff report issues and missing information in conditions. These include 1) that the Transportation Demand Management program (TDM) has not been agreed to by the applicant, 2) recommendations on loading and garage access widths, 3) parking on the east side of Old JD Hwy which has been addressed but not shown on the plans, and 4) lack of public access easement agreements or discussion of the subject in the staff report.

Commissioner Pebley asked if there have been any further actions from the FAA since its letter, and whether FAA has approved a crane. The applicant has not yet applied to the FAA for a crane. Commissioner Pebley asked if the Metropolitan Washington Airports Authority (MWA) has expressed an opinion regarding the development. Mr. Dooley is not aware of any communication from MWA.

Planning Commission Motion

Commissioner Savelle moved that the Planning Commission recommend that the County Board defer the GLUP, rezoning, site plan, and vacation to the subsequent Planning Commission and County Board meetings with the following additional items:

- The parking garage to be dropped to provide sufficient soil depth for street canopy street trees along the entire internal street consistent with county policies;
- Staff to review the new design of the internal street and be prepared to discuss whether it meets the expectations of the Transportation Commission and the Site Plan Review Committee (SPRC);
- The applicant to provide a structure for a jump elevator and bus stop similar to the former design presented, allowing additional access to the office building garage, at the Old Jefferson Davis Highway and new street intersection;
- The next staff report to provide complete conditions including all items agreed on at SPRC, including but not limited to:
 - Corrections to Condition #64, which should not reference the Rosslyn-Ballston Retail Action Plan,
 - The LEED condition to be clarified and modified to include the residential building,
 - Condition #52 for the TDM to include the office building,
 - A condition to be added to include requirements for the applicant to permit retail kiosks in the Sixth Street plaza and to provide electrical connections, and the applicant to work with the County Manager on the final plaza design and process to accommodate installation of kiosks in the plaza,
 - A condition to be added to ensure that the full benefit of \$4.20 /s.f. be provided in the site plan application,
 - A condition to be added regarding County monitoring responsibilities and applicant responsibilities regarding remediation of all groundwater and soil contamination both during construction and during ongoing building occupation;
- The Planning Commission to receive a complete and current set of diagrams for its next meeting including a comprehensive set of street-level perspectives along the new street and the frontage along the Jefferson Davis Corridor;
- A condition to be added prohibiting rooftop signs on the residential building and restricting rooftop signs on the office buildings to only the south and west facades;

- The applicant to fund, out of the community benefit pool, the installation of a historic interpretation sign commemorating Fort Runyon, to be reviewed and approved by HALRB;
- The applicant to modify the 10th Street façade to the April 14, 2008 design, and further modify to improve the prominence of the 10th Street entrance; and
- The applicant to provide street cross sections for old Jefferson Davis Highway.

Commissioner Serie seconded the motion.

Commissioner Ciotti asked for unanimous consent to amend the motion to include a condition that outlines all barrier free, universal design, and ADA access agreements. There was no objection, and this amendment was added to the main motion.

Commissioner Ciotti saw some renderings that have gates in the courtyards with no explanation and wants to know how they work, how they lock, and whether they are a new barrier.

Commissioner Harner asked for unanimous consent to amend the motion to add a provision for the applicant to study the possibility of moving the retail or adding a small retail component on the west side of the office building adjacent to Old Jefferson Davis Highway near the jump elevator, or potentially in the residential building. There was an objection, so this was not added to the motion.

After further Commission discussion, Commissioner Harner moved to amend the motion to add that the applicant consider the addition of retail on the west side of the office building along Old Jefferson Davis Highway near the jump elevator or in the residential building. Commissioner Malis seconded the motion.

The Planning Commission voted 12-0 to amend the main motion. Commissioners Chávez, Ciotti, Dorsey, Fallon, Harner, Hunt, Malis, Monfort, Pebley, Savela, Serie, and Sockwell supported the amendment.

Commissioner Harner asked for unanimous consent to amend the main motion to add that the County and applicant consider and study providing parking all along Old Jefferson Davis Highway, or to the maximum extent possible from Sixth to 10th Streets. There was no objection, so this amendment was added to the main motion.

Commissioner Pebley asked for unanimous consent to amend the main motion to add a recommendation for the County to seek a response from MWAA regarding whether the site will have impacts on the operation of the regional runway or other operational impacts. There was no objection, so this amendment was added to the main motion.

Commissioner Fallon asked for unanimous consent to amend the main motion to add that the site plan staff coordinate with AED staff, which is looking at kiosk design and operations in other parts of the county. There was an objection, so this was not added to the motion.

Commissioner Fallon moved to amend the main motion to add that the site plan staff coordinate with AED staff, which is looking at kiosk design and operations in other parts of the county. Commissioner Monfort seconded the motion.

Commissioner Savela will not support the motion because it is not needed. The site plan condition would only provide the county with the opportunity for adding kiosks, but not require kiosks. Commissioner Malis indicated that AED staff is already examining the issue of retail kiosks.

The motion failed by a vote of 6-6. Commissioners Dorsey, Fallon, Harner, Monfort, Pebley, and Serie supported the motion. Commissioners Chávez, Ciotti, Hunt, Malis, Savela, and Sockwell opposed the motion.

Commissioner Pebley appreciates all the efforts on this site plan, which has come a long way. Even with a deferral, he will not vote for it, because of its proximity to the runway and since Arlington County lacks an overlay ordinance, which is called for in the State statute for the operation of the airport inside the County's boundaries.

Commissioner Monfort will vote for deferral, but he has liked the project from the beginning and wishes he could vote for it tonight.

Commissioner Malis has found the architecture and some solutions very worthwhile, and she would like the site plan to move forward. However, there are some important issues to be looked at, and a lot of loose ends. She hopes 30 days is enough time.

Commissioner Fallon suggested holding an additional SPRC-like meeting to brief stakeholders on the updated site plan proposal prior to the next Planning Commission hearing. Commissioner Savela agreed that this could be productive if limited to a review of only those items that change.

Commissioner Chávez is skeptical that outstanding issues will be resolved by the next meeting due to the wide variety of substantive issues. She hopes that staff will be able to work on these and is disappointed that the Planning Commission did not receive a full set of drawings.

Commissioner Savela noted that her motion was silent on the valuation on the community benefits and distribution of the \$4.20/s.f. She appreciates the opinions voiced by Commissioners and staff on the valuation of the jump elevator and hopes staff and the applicant can come to some accommodation.

Commissioner Hunt associates her comments with Commissioners Monfort and Malis. There is a lot to like about the project, but key issues still need to be resolved. There is a July deadline on the exchange agreement.

The Planning Commission voted 11-1 to support the main motion. Commissioners Chávez, Ciotti, Dorsey, Fallon, Harner, Hunt, Malis, Monfort, Savela, Serie, and Sockwell supported the motion. Commissioner Pebley opposed the motion.

Respectfully Submitted
Arlington County Planning Commission

A handwritten signature in cursive script that reads "Lisa Maher".

Lisa E. Maher
Planning Commission Coordinator

SPRC Report on Monument View (SP # 400)
Submitted by Terry Savelle, Site Plan Chair, May 7, 2008

Meeting Dates: January 10, February 4, March 10, and April 14

Project Summary: This site is the subject of an exchange agreement between Monument and Arlington County which involves swapping Monument's parcel at the north end of Long Bridge Park with county-owned property between 6th and 10th Street. The exchange agreement provides for the potential allowance of up to 685,000 sf density on the site in question, with additional parameters relating to community benefits, but is contingent upon a site plan application being thoroughly reviewed through the community process and approved by the County Board by July, unless both parties agree to extending the closing date. Approval of a site plan under the terms of the exchange agreement would resolve an ongoing lawsuit filed by Monument related to their existing property.

The proposed site plan includes an office building, a residential building, and a small amount of retail, with a private street with a public easement running east-west between S. Clark and S. Ball Street. The office building garage would be available for use by the public. The options for building massing are significantly constrained by avigation easements and consequently, the total GFA proposed (at 670,927) is two percent short of the maximum permitted in the exchange agreement.

Issues addressed and agreed upon by developer:

Much of the discussion on this site plan was influenced by its proximity to Long Bridge Park and ensuring that the project would enhance the pedestrian experience and provide amenities for Long Bridge visitors. Specific issues discussed included activation of street frontages and providing an excellent pedestrian environment with sufficient sidewalk clear space; convenient access to the parking garage available for public use; public access to the 6th Street plaza as well as accommodation of retail kiosks and public seating. The SPRC was generally enthusiastic about the architecture, understanding that the avigation easement imposed significant height restrictions and necessitated precise tapering across the site.

Items addressed and modified as a result of SPRC meetings include but are not limited to:

- Redesign of the 6th Street plaza to provide more hardscape available for retail kiosks, a site plan condition requiring the applicant to provide electricity for kiosks, and more public seating areas
- An attractive design solution to the vents in the residential building walls (necessitated by the need to avoid intruding on the avigation easement by using rooftop mechanical equipment)
- Modification of the Old Jeff Davis street frontage along the residential building to eliminate hedges adjacent to the sidewalk and introduce doors to individual units to increase pedestrian safety
- Increasing the sidewalk clearwidths along several frontages

- Introducing a dark banding along the edge of the roof on the residential building to reduce the visual impact of the light-colored roof from the northeast
- Improvements to building facades to reduce visual impact of mass and reduce stretches of blank walls

Outstanding Issues:

- While the internal street went through redesign, it remains unacceptable to the SPRC.
 - Street trees need to be removed from the raised tree planters and replaced with canopy trees placed in continuous planting strips with sufficient soil depth as outlined in County policies.
 - The street needs to be straightened and resemble a public street rather than a porte cochere.
- An earlier design included an attractive structure that provided for stairway access to the parking garage, incorporated a bus shelter, and served to camouflage the garage ventilation at the northeast corner of the private street and Old Jeff Davis Highway. This access was intended to provide a second access point with the main access point through the elevator lobby in the office building. The SPRC was impressed with the design and the upgrading of the bus stop but requested that the stairway be switched to an elevator to ensure equal access. The applicant responded by eliminating the structure and switching to a standard bus stop.
- The SPRC was concerned about the location of the retail, adjacent to the garage entrance and loading dock for the office building and removed from the main pedestrian thoroughfare for visitors of Long Branch Park. One suggestion was to move the retail to the western end of the office building with frontage on Old Jeff Davis Highway where it would serve to activate the main pedestrian route to Long Bridge Park and could also serve park users. The applicant indicated this would create problems for service access to the retail and emphasized that the retail was intended to serve building tenants only.
- The exchange agreement requires that the applicant use best efforts to achieve 26 LEED points provided the incremental estimated cost to move from 21 LEED points to 26 points does not exceed \$500,000. The applicant is proposing 26 points on the residential building but 23 points on the office building, and indicates they will evaluate their ability to achieve 26 points only after site plan approval.
- The site sits on top of a part of what used to be Fort Runyon, a Civil War fort. One suggestion by the SPRC was to include historic interpretation signage in the 6th Street Plaza area. The developer indicated this would be acceptable, but there is no condition addressing this. In addition, the SPRC discussed using part of the community benefit contribution to help finance this.
- There was some difference of opinion among SPRC members on the best alternative design for improving the 10th Street façade of the office building.
- The SPRC questioned whether the County had condition language addressing remediation requirements for disposal of contaminated ground water resulting from excavation for the garage.

Additional outstanding issues are outlined in the staff report.





NANCY HUNT,
CHAIR
PETER FALLON,
VICE-CHAIR

ARLINGTON COUNTY, VIRGINIA
ARLINGTON COUNTY PLANNING COMMISSION
#1 COURTHOUSE PLAZA, SUITE 700
2100 CLARENDON BOULEVARD
ARLINGTON, VIRGINIA 22201
(703) 228-3525 • FAX (703) 228-3543



LISA E. MAHER
COORDINATOR

June 11, 2008

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

- SUBJECT: 4. A. GP 316-08-1 GENERAL LAND USE PLAN AMENDMENT** to modify Note 20 to designate additional development density to Monument View Site Plan Application (SP #400) site area within "North Tract Special Planning District" which is an area generally bordered by Shirley Highway Interstate 395 on West, the George Washington Memorial Parkway on North and East, and southern edge of 10th Street South.
- B. Z-2528-06-1 REZONING:** Request by MR Boundary Channel, LLC/Monument Realty, LLC, to rezone from "M-2" Service Industrial Districts to "C-O-1.5" Commercial Office Building, Hotel and Apartment Districts property located at 320 S. 6th St., 608 S. Ball St., 901 S. Clark St., portions of S. Clark St., and Jefferson Davis Hwy. (RPC # part 34-024-345, 34-025-001, -003, -004, -005).
- C. SP #400 SITE PLAN:** MR Boundary Channel, LLC/Monument Realty, LLC, application to approve approx. 352 dwelling units, approx. 3,512 sq ft retail, approx. 323,229 sq ft office, with modification of use regulations for exclusion of density for mechanical functions, recycling storage, tandem parking, loading; 320 S. 6th St., 608 S. Ball St., 901 S. Clark St., portions of S. Clark St., (RPC # part 34-024-345, 34-025-001, -003, -004, -005) (**Monument View**).
- D. ENACTMENT OF AN ORDINANCE TO VACATE** portion of South Clark Street between 10th Street South and 6th Street South, Adjacent to: Parcel 12, Remainder from Subdivision of Parcels 14 and 15, Potomac Yard (RPC No. 34024345); Parcel 3-A, Resubdivision of Lot 3, Cullinane Subdivision (RPC No. 34025003); and Parcel 13, RF&P Railroad Property, Zone 123 (RPC No. 34025004), which adjacent parcels are owned by The County Board of Arlington County, Virginia, with Conditions.

RECOMMENDATION: Deny Items A, B, C, and D.

Dear County Board Members:

The Planning Commission heard these items at its June 2, 2008 meeting. Andrew Makin, the project architect, listed outstanding issues noted at the previous Planning Commission meeting, and whether and how the applicant has addressed each one.

Richard Dooley gave a staff presentation, also listing open issues from the last Planning Commission meeting, and whether staff is satisfied with the applicant's responses. Robert Gibson summarized staff's review of the transportation issues.

Public Speakers

There were no speakers.

Planning Commission Discussion

Commissioner Sockwell reported that the Transportation Commission is scheduled to hear these items this Thursday.

Commissioner Savela suggested reviewing last month's Planning Commission recommendation, primarily those issues that have not been addressed, and then discussing issues raised through review of the new materials, including certain condition language which has been provided and which were not available for the last hearing. She noted that the parking garage has not been lowered to accommodate at-grade canopy street trees, and the jump elevator and bus stop structure have not been provided. Additional perspectives on the internal street have been provided and can be discussed by the Commission. No condition outlining the ADA access agreements has been provided. The applicant has proposed a fourth option on the 10th Street façade, which is a cross between the Planning Commission's and staff's preferred version. The location of the retail did not change.

Parking Garage Roof and Street Trees

Commissioner Chávez noted that the design is not that different from last month. Adequate street trees are very important. This issue gets to the heart of the pedestrian experience, and the design is not satisfactory.

Jump Elevator and Bus Stop Structure

Commissioner Ciotti expressed disappointment that the jump elevator and bus stop structure have not been provided. Commissioner Ciotti stated that the elevator is essential to make the site work successfully. The land swap is a way of improving both this project and Long Bridge Park. The aquatic center will be a regional destination, and the improved parking access is essential. Omission of this elevator is an example of where this project falls short in good design. Commissioner Savela agreed that the lack of progress on this and several other issues was disappointing. The land exchange agreement established an additional amount of density and limits on the dollar contributions for community benefits; otherwise, the project still has to

undergo design review. Good design is a minimum requirement for site plan approval in Arlington. The lack of the jump elevator is one example of the lack of good design in this project.

Commissioner Hunt asked whether the elevator cost could be paid from the available community benefit dollars. Rob Gibson responded that staff has proposed that solution, and the cost is likely to be less than the dollars available, although staff would like to evaluate any cost proposal.

Commissioner Harner expressed concerns, adding that a safe and inviting pedestrian experience along Old Jefferson Davis Highway, the main access to Long Bridge Park, is not being provided, with no elevator, no retail, blank walls, little articulation, and almost no parked cars acting as a buffer for pedestrians. The jump elevator and bus stop structure would help activate this stretch. He is disappointed that a continuous parking lane on the east side of Old Jefferson Davis Highway offering protection for pedestrians has not been included in the design. He asked about the plans for addressing the condition of the west side of Old Jefferson Davis Highway. Mr. Gibson reported that the County finished negotiating for County control of this stretch and will assume responsibility for improvements to the west side. Commissioner Harner continued, saying that the main pedestrian route to Long Bridge Park will be along the eastern side of Old Jefferson Davis Highway, and the lack of activation and attention to the pedestrian experience is a colossal failure of planning.

Parking/Access/Architecture/Other

Commissioner Pebley received confirmation from Mr. Dooley that the Metropolitan Washington Airports Authority (MWAA) does not oppose the building height as planned. He also asked if MWAA had been informed in the letter about the requirement for a building crane during construction. Mr. Dooley replied that it was not included in the inquiry.

Commissioner Dorsey is disappointed that the public parking condition allows the applicant to charge for public parking. Mr. Gibson said that staff prefers to see a charge for parking. There will be 260 spaces within Long Bridge Park and on Old Jefferson Davis Highway, plus the parking in this site. He added that the proposed condition language requires a site plan amendment should the owner seek future relief of the public parking requirement, which would trigger a full and public review of the justification for such a request. Staff would consider the public rate structure in case low public use of the garage is tied to high parking charges rather than low demand.

Commissioner Ciotti applauds the applicant for having a universal design consultant, but notes the absence of the recommended condition language. She asked about the past discussion with the applicant on barrier-free entrances; inclusion of these on several residences was to be considered. She also pointed to the revised paver pathway with intermittent pavers set in grass as not being universally accessible. The applicant indicated that they are trying to balance objectives; the space between the pavers, with grass, is required as open space to achieve LEED points. Commissioner Ciotti does not see these goals as mutually exclusive. Commissioner Serie concurred. He also noted confusion in Condition #65 regarding the hours of parking, and

asked for clarification of when Long Bridge Park is considered closed. The fields may close at sunset but the aquatic center could be open later. Mr. Gibson will reword the condition.

Commissioner Savela expressed concerns about the following conditions and design elements: 1) Why has Condition #11e been revised to extend the standard weekend construction hours? 2) Condition #15b prohibits ventilation grates from being visible from public sidewalks, yet there are several visible ventilation grates from sidewalks in the renderings. 3) Why was Condition #73 regarding refuse collection changed? 4) Why is Condition #76 allowing police to enter the garage being removed? 5) The solution for adding parking along Old Jefferson Davis Highway was to remove the planting strip and street trees to allow two spaces. Street trees are in high demand, and in short supply on the internal street, and she has misgivings regarding their removal for two parking spaces. 6) The plans shows plain low-cost garage/loading doors, and the doors depicted in the renderings would not be acceptable in any other site plan. 7) The retail ceiling height is nine feet. Where has the County approved nine-foot ceilings in retail? 8) She is surprised that DES staff supports the design of the internal street. She does not believe it meets County design standards. 9) She pointed to the vast expanse of loading and garage doors, flanked by metal exhaust louvers, right next to the retail and the outdoor cafe. This is a problem that was discussed in SPRC from the beginning of the review. This is not a design that would be acceptable anywhere in the Rosslyn-Ballston corridor, and Crystal City does not deserve this. 10) There remain blank building walls. 11) The 10th Street entrance enhancements are insufficient. She noted that the County is undergoing a major planning exercise in Crystal City. Commissioner Savela asked why the proposed design would be considered acceptable for Crystal City, given the amount of attention paid to site plans in Shirlington, in the Rosslyn-Ballston corridor, and elsewhere? Commissioner Chávez stated that she could not agree more, and noted that last month the Commission did not have the materials required to fully evaluate the project.

Planning Commission Motion

Commissioner Chávez moved that the Planning Commission recommend that the County Board deny Items A, B, and C. Commissioner Pebley seconded the motion and said he could not associate himself more strongly with the last two speakers. He noted that the project is getting worse, not better. The applicant is trying to fit a lot on a site that is a terrible location from the point of view of aviation safety. He added that this is the most polluted site in Arlington and wonders if the remediation cost won't eventually climb much higher than anticipated. He suggested that it's time to stop and look at this whole project, including the original Long Bridge Park design and reconsider if the unexpended bond debt could be put to better use elsewhere for higher priority projects.

Commissioner Dorsey agrees with the criticisms. The problems far outweigh the favorable elements. He noted that there could be different approaches to dealing with this application, but sees the motion as the cleanest option and will support it.

Commissioner Sockwell likes the overall design. Most of tonight's issues are details. We would be better off looking at the general principles of the North Tract plan that say this should be a gateway. More respect should be paid to Sixth Street. The jump elevator should be considered,

and there should be more integration between this site and the park. He believes the criticisms are details of the project, and he would prefer to defer the items.

Commissioner Malis disagrees that these are details. She believes they are major issues. She is concerned about ground floor office windows on Old Jefferson Davis Highway. She has observed that ground floor office space often has drawn blinds, resulting in dead streetspace. This does not create an inviting streetscape, and she will support the denial motion.

Commissioner Harner has struggled with the site plan organization and suspects that the first problem is too much density on the site, eliminating the possibility of having a landscaped streetscape along Old Jefferson Davis Highway. The residential facing the park is a big plus. All the below grade parking is good. The residential architecture is interesting. The tapering of heights and roof terraces are very good and add interest and texture, and the east-west break in the block is helpful in breaking down the super block. Streets that are over parking decks are a problem, since street trees end up stunted, and these are on the north side of the building. He has doubts that Eighth Street can be a good public street. The applicant is missing an opportunity to make this a different kind of place. The plaza is an awkward, jagged space that could be made into a benefit for the project. If the density and building locations are acceptable, the details could be addressed, including the Old Jefferson Davis Highway space. Most attention has been paid to the facades that face the courtyards, and more blank spaces face the public streets and the public park. It wouldn't be hard to improve the sides that face the park. Old Jefferson Davis Highway should be made the gateway to Long Bridge Park. We should do everything we can to get mature street trees. The landscape plan is underwhelming, designed as a series of formalized baroque courtyards that have little relationship to the modern architecture. The interior street has continued to get worse through the process. It is an aesthetic no man's land. He has problems with the details as well as the larger precepts of the project.

Commissioner Savelle will support the motion. She noted that if the project is denied but the design is somehow turned around in the coming months, the County Board can bring the site plan back on its own motion. Commissioner Savelle is a strong proponent of Long Bridge Park, which was adopted after a very long and participatory public process and which has much public support. Rather than serving as a gateway to Long Bridge Park, this design looks like a barrier to the park. Pedestrians will be channeled along Old Jefferson Davis Highway with blank walls and office blinds on one side and a high retaining wall on the other. This is not a gateway. This site will benefit from Long Bridge Park, which will be developed with significant public and hopefully private investment over many years. To the south of this site, Crystal City is undergoing a long term planning process which will result in much public and private property owner investment. We are looking at realigning Clark-Bell Street, implementing a transit-way, and undertaking other huge projects through partnership with private property owners and investors to improve the neighborhood. The value of this parcel is going to benefit enormously from all the investment in the park and in Crystal City. To accept the shortcomings in this design when enormous public and private investments will be undertaken immediately adjacent to the north and south is not acceptable.

Commissioner Fallon would normally consider a deferral, because this project has some strong basics, but there hasn't been any progress on the issues identified by the Commission at the May

hearing. Normally he would support a deferral, but he now believes that these issues will not be resolved, so he will support the motion. He suspects the terms of the exchange agreement have made any major improvements on the site plan unlikely. Commissioner Fallon takes offense as a taxpayer that standard Condition #77 has been stricken, which provides the County with the ability to monitor compliance for payment of vehicle personal property tax.

Commissioner Serie will support the motion. The Commission at the last hearing and at the site plan review committee meetings gave clear and sufficient direction to the applicant, and they have chosen to ignore those directions.

Commissioner Hunt asked why Condition #76 has been removed. Mr. Dooley said that it was on request of the applicant, and the staff permitted the removal. Commissioner Hunt added that the Planning Commission has noted its concern with this deletion.

Commissioner Hunt noted that the project has no pass-through to access the park. She noted that some Commissioners have indicated that the office building architecture has merit. Some of the new issues might have been identified if the Planning Commission had a complete staff report with a comprehensive set of plans at the last meeting. She will not support the motion for denial, although she does not know whether the issues can be addressed by the County Board meeting.

Commissioner Hunt noted that Commissioner Chávez did not include Item D in the motion and asked if Commissioner Chávez intended that the Planning Commission vote separately on Item D. Commissioner Chávez responded no. Commissioner Malis asked for unanimous consent to amend the motion to add Item D. There was no objection, so the motion was amended.

The Planning Commission voted 8-3 to support the motion. Commissioners Chávez, Ciotti, Dorsey, Fallon, Malis, Pebley, Savela, and Serie supported the motion. Commissioners Harner, Hunt, and Sockwell opposed the motion.

Respectfully Submitted
Arlington County Planning Commission



Lisa E. Maher
Planning Commission Coordinator