

Pentagon City Planning Study



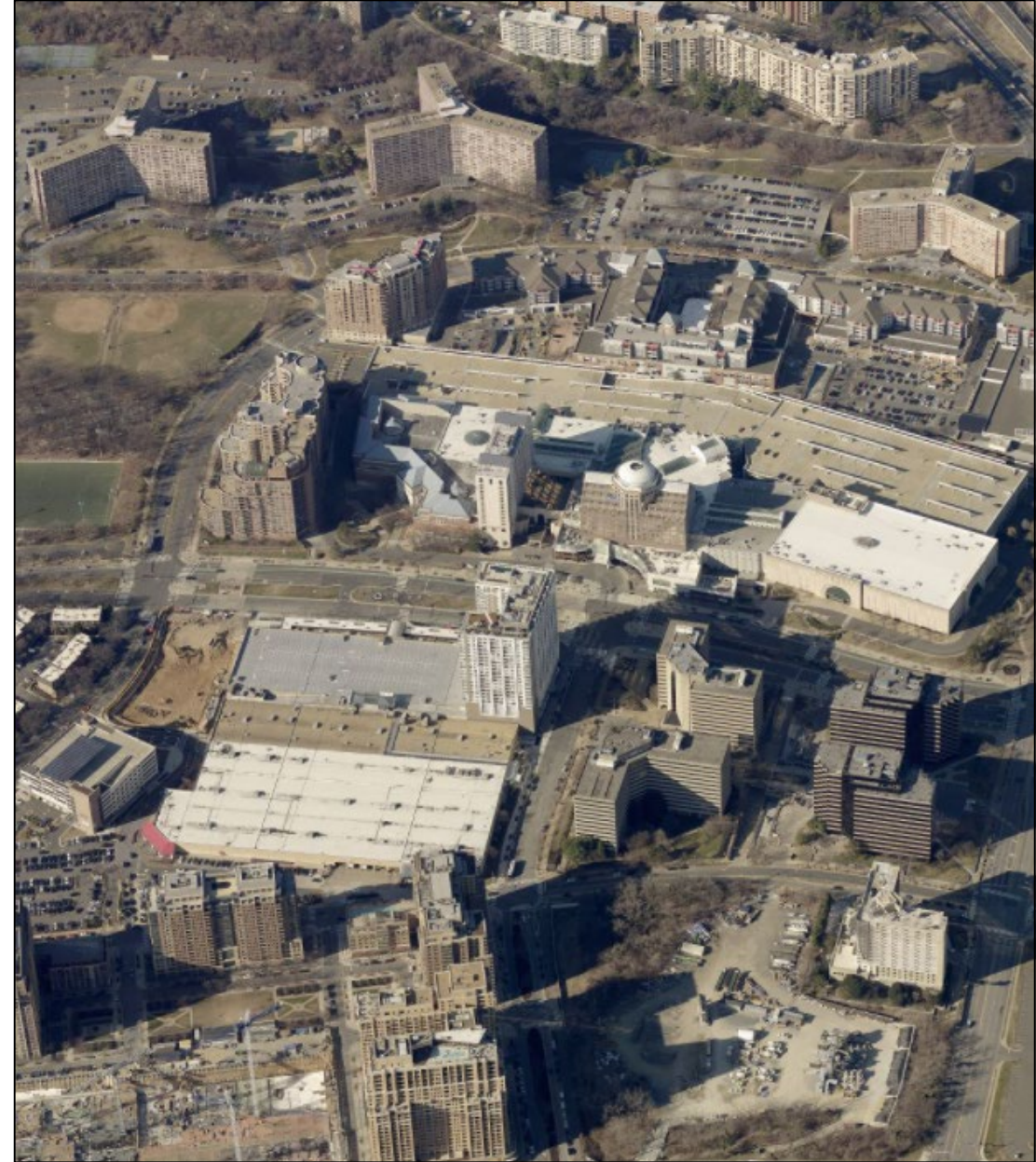
Agenda

1. Overview & Purpose of Study
2. Pentagon City Development Framework
3. Transportation Section Review
4. Next Steps & Upcoming Schedule



Purpose of Study

1. Assess the capacity of the transportation network and other local infrastructure and community facilities necessary to support future growth;
2. Define/update the vision, goals, policies, land uses, density, planning and urban design guidelines; and
3. Develop framework to inform the County Board's consideration of potential future amendments to the Arlington County Zoning Ordinance, General Land Use Plan, and the Pentagon City PDSP



Focus Group Membership

Consultant Team:

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- W-ZHA: Sarah Woodworth
- OLIN: Skip Graffam, Andrew Dobshinsky

County Staff

- CPHD Planning: Matt Mattauszek, Ebony Dumas, Pablo Lopez
- CPHD Urban Design: Kris Krider
- DES Development: Joanne Gabor
- DES Transportation: Michelle Stafford
- DPR Development: Marco Rivera, Irena Lazik, Ryan Delaney
- AED Real Estate: Jill Hunger, Marc McCauley
- APS Facilities: Michael DePalma, Lisa Stengle

Commissions/Organizations:

- Planning/Co-Chairs: Jane Siegel, James Lantelme
- Transportation: Darren Buck
- Parks & Rec: Shruti Kuppa
- National Landing BID: Robert Mandle

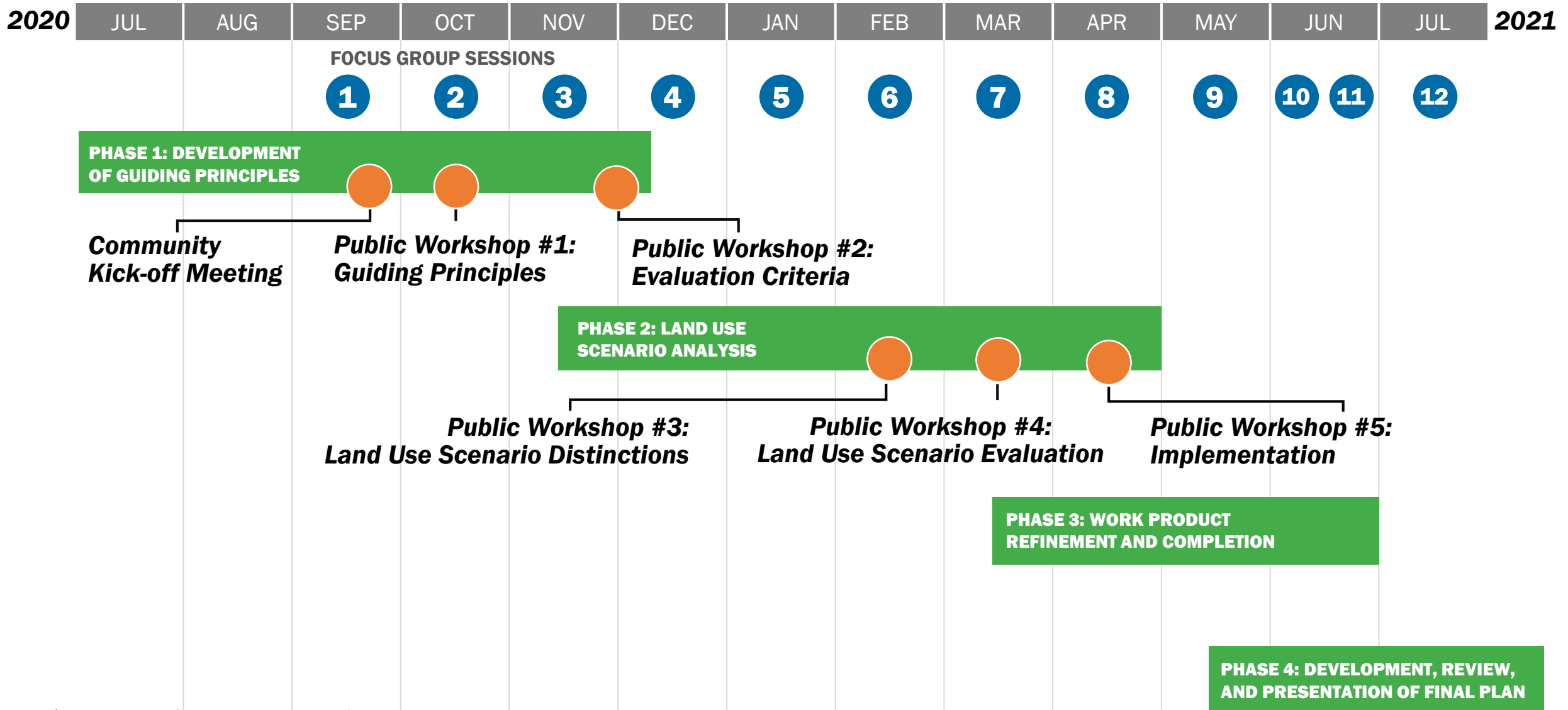
Citizen/Neighborhood Groups

- CCCRC: Christer Ahl
- Crystal City: Judy Freshman
- Arlington Ridge: Arthur Fox
- Aurora Highlands: Ben D'Avanzo
- Pentagon City Renter: Jane Green
- Condo Owners and Renters Coalition: Nicole Merlene

Study Area Participating Property Owners:

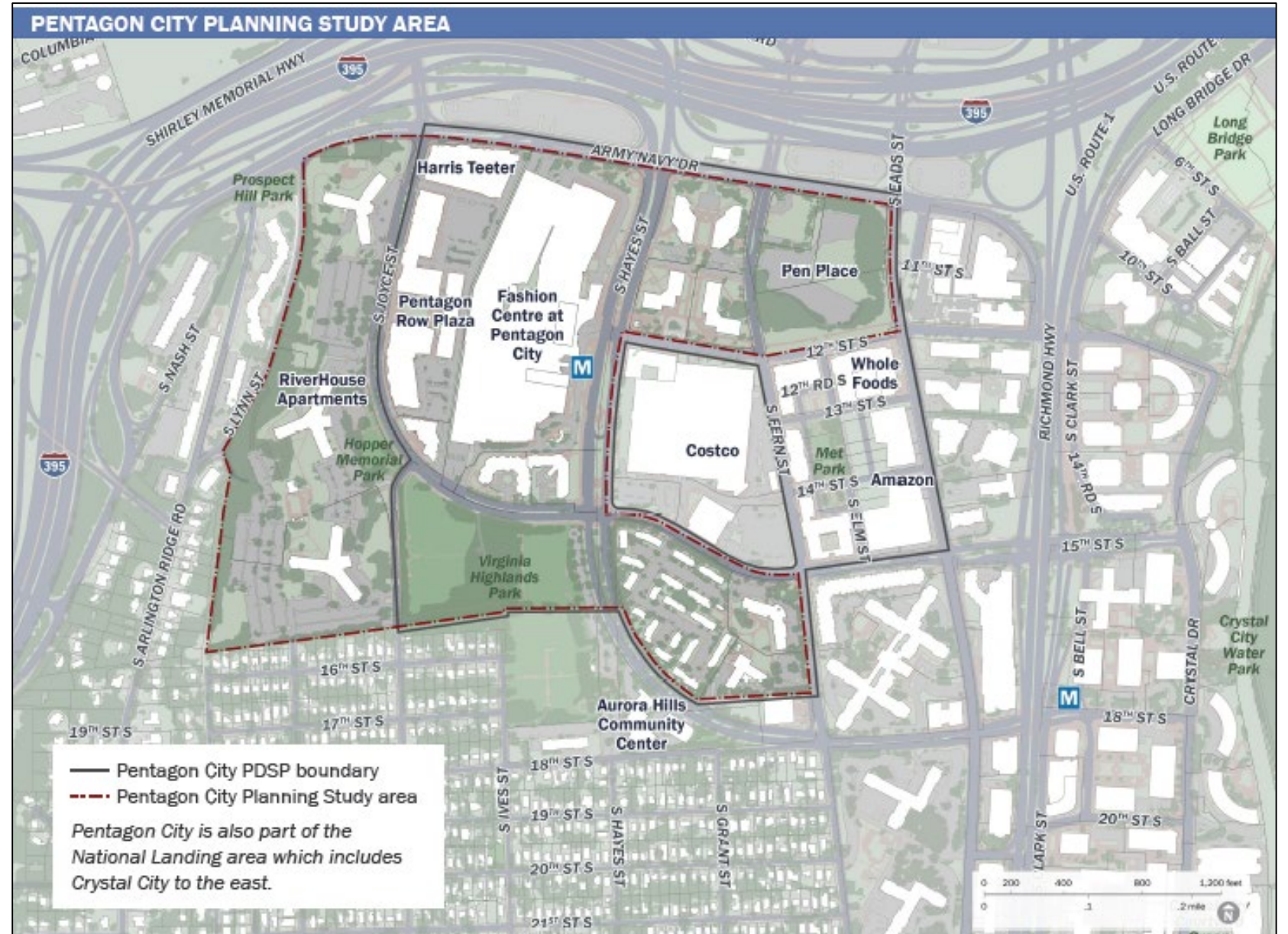
- FRIT (Pentagon Row): Jay Brinson
- Simon (PC Mall/Fashion Centre): Tim Fox
- Brookfield (TSA): Rich Fernicola
- JBG Smith (PenPlace): Taylor Lawch
- Dweck (Metropolitan): Nora Dweck
- Vucich (Regency Care): Derek Vucich
- JBG Smith (River House): Andy VanHorn

Study Schedule (to date)



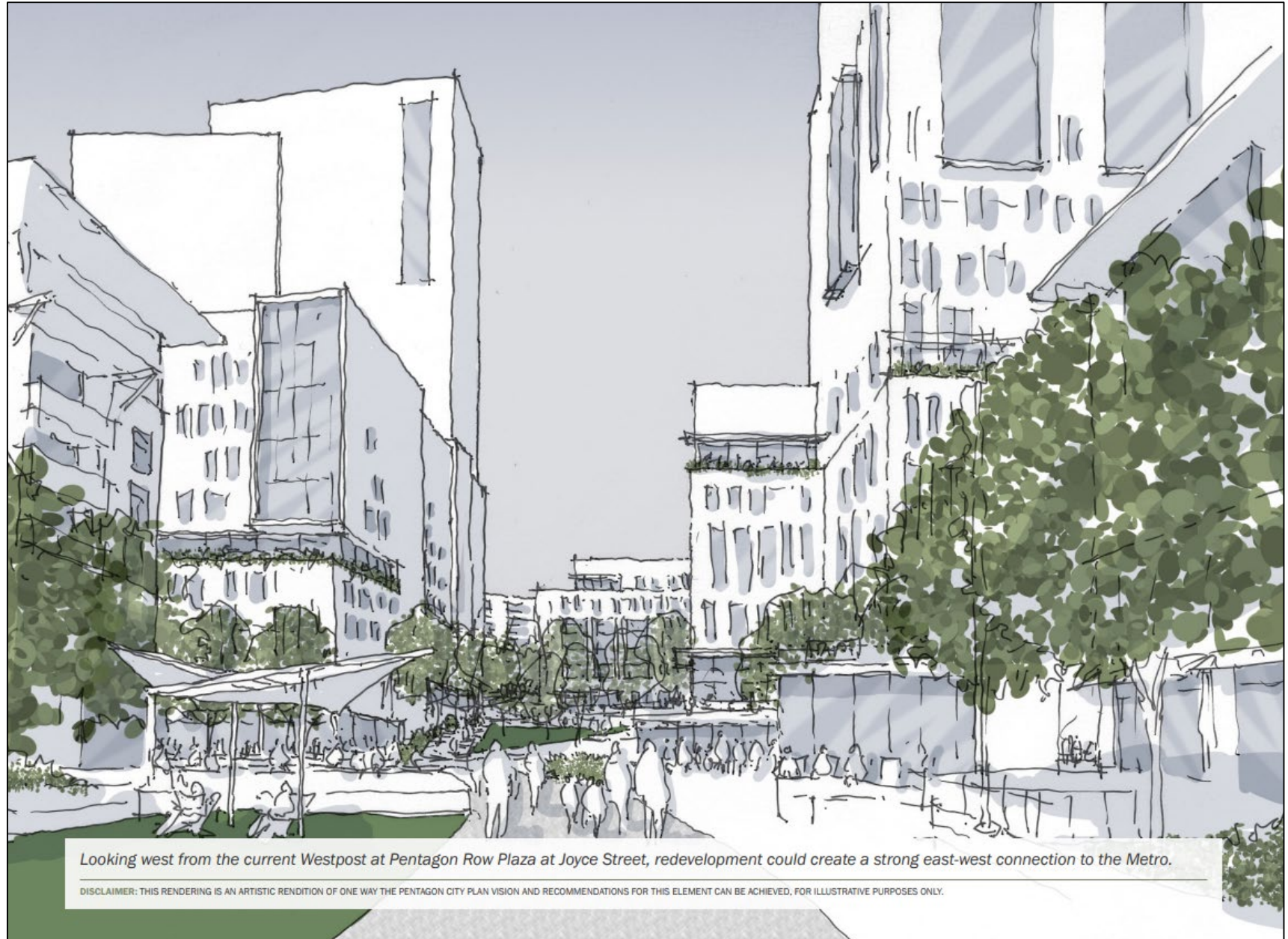
Draft Plan Identifies:

- Updated vision for Pentagon City
- Conditions under which additional density is appropriate
- Expectations for urban design, public realm, and community benefits of new development
- Regulatory framework for considering major site plan applications



Five Planning Principles

1. Coordinating at a District Scale
2. Equity
3. Places for People
4. Transportation
5. Green Development



Looking west from the current Westpost at Pentagon Row Plaza at Joyce Street, redevelopment could create a strong east-west connection to the Metro.

DISCLAIMER: THIS RENDERING IS AN ARTISTIC RENDITION OF ONE WAY THE PENTAGON CITY PLAN VISION AND RECOMMENDATIONS FOR THIS ELEMENT CAN BE ACHIEVED, FOR ILLUSTRATIVE PURPOSES ONLY.

DEVELOPMENT FRAMEWORK

Four Key Categories

1. Land Use and Development
2. Transportation
3. Public Realm
4. Site + Building Form

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DEVELOPMENT FRAMEWORK

Land Use & Development

Anticipated Growth:

- ~10m sf modeled in study
- Results in ~23m sf total future density (study area)

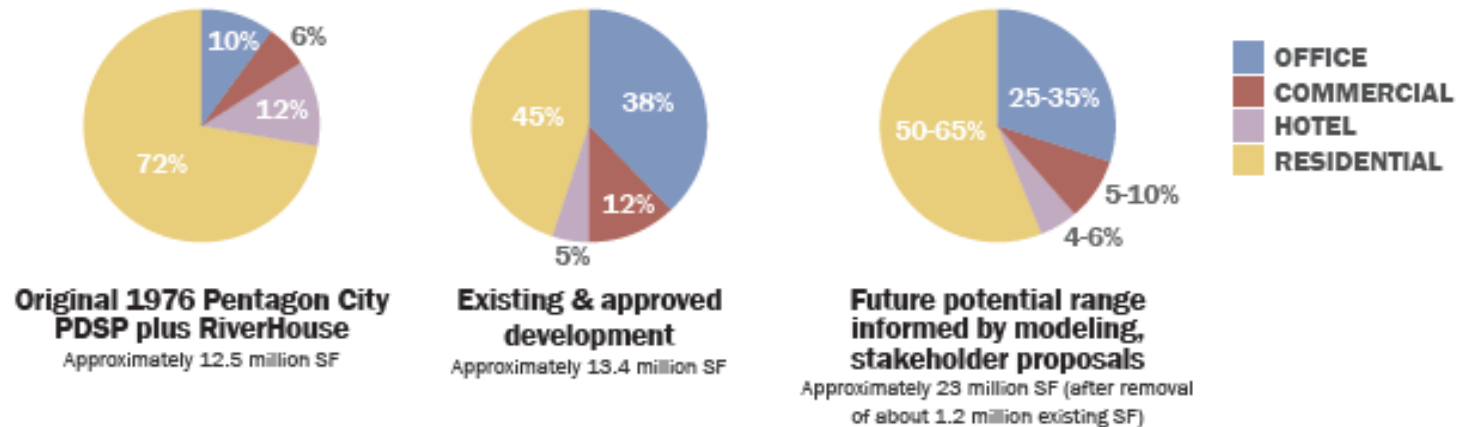
Residential Use Increases:

- From 45% now to 50-65% in the future

Office Use Decreases:

- From 38% now to 25-30% in the future

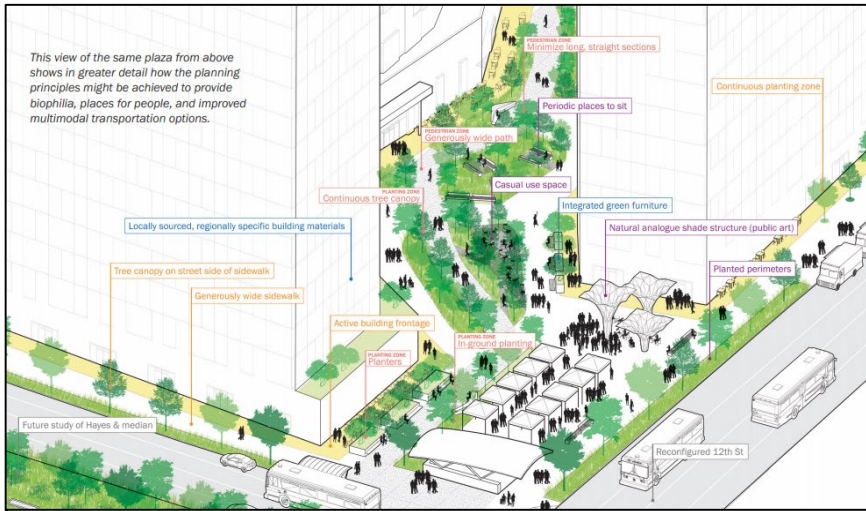
Hotel & commercial uses generally remain unchanged (as a % of the total use mix)



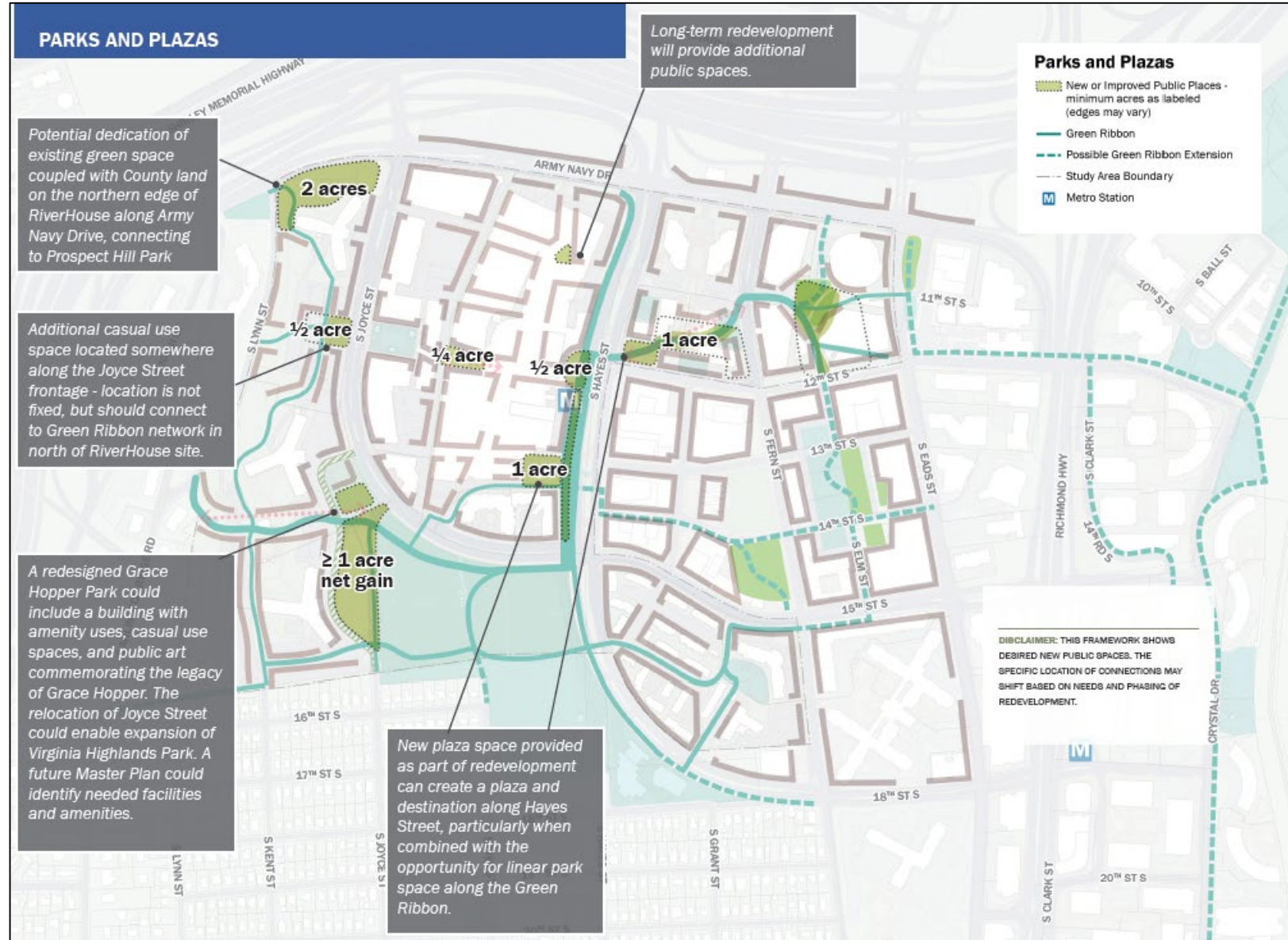
DEVELOPMENT FRAMEWORK

Public Realm

- New park & plaza areas increased to ≥ 5 acres (long-term vision)
- Green Ribbon corridors provide 4 more acres along 3 miles of paths
- ≥ 1 acre net gain for Virginia Highlands Park (at RiverHouse)



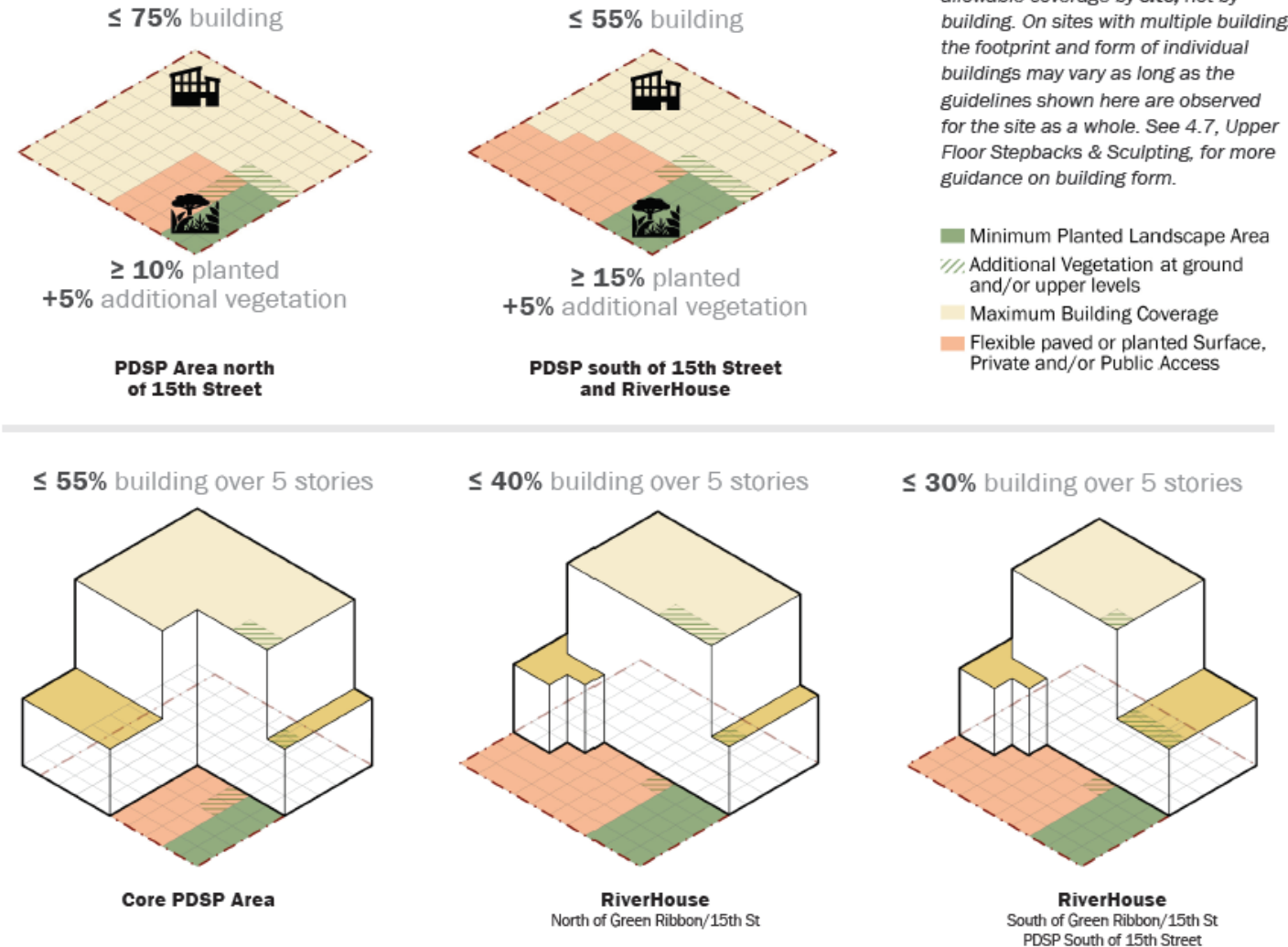
Green Ribbon & Public Plaza envisioned at corner of 12th Street and S. Hayes Street (TSA/Brookfield site)



DEVELOPMENT FRAMEWORK

Site & Building Form

- Development first regulated by required public realm and transportation improvements on key sites
- Development further regulated by **site standards** including:
 - Building Coverage Maximums
 - Planted Area Minimums
 - Height & Massing Guidelines

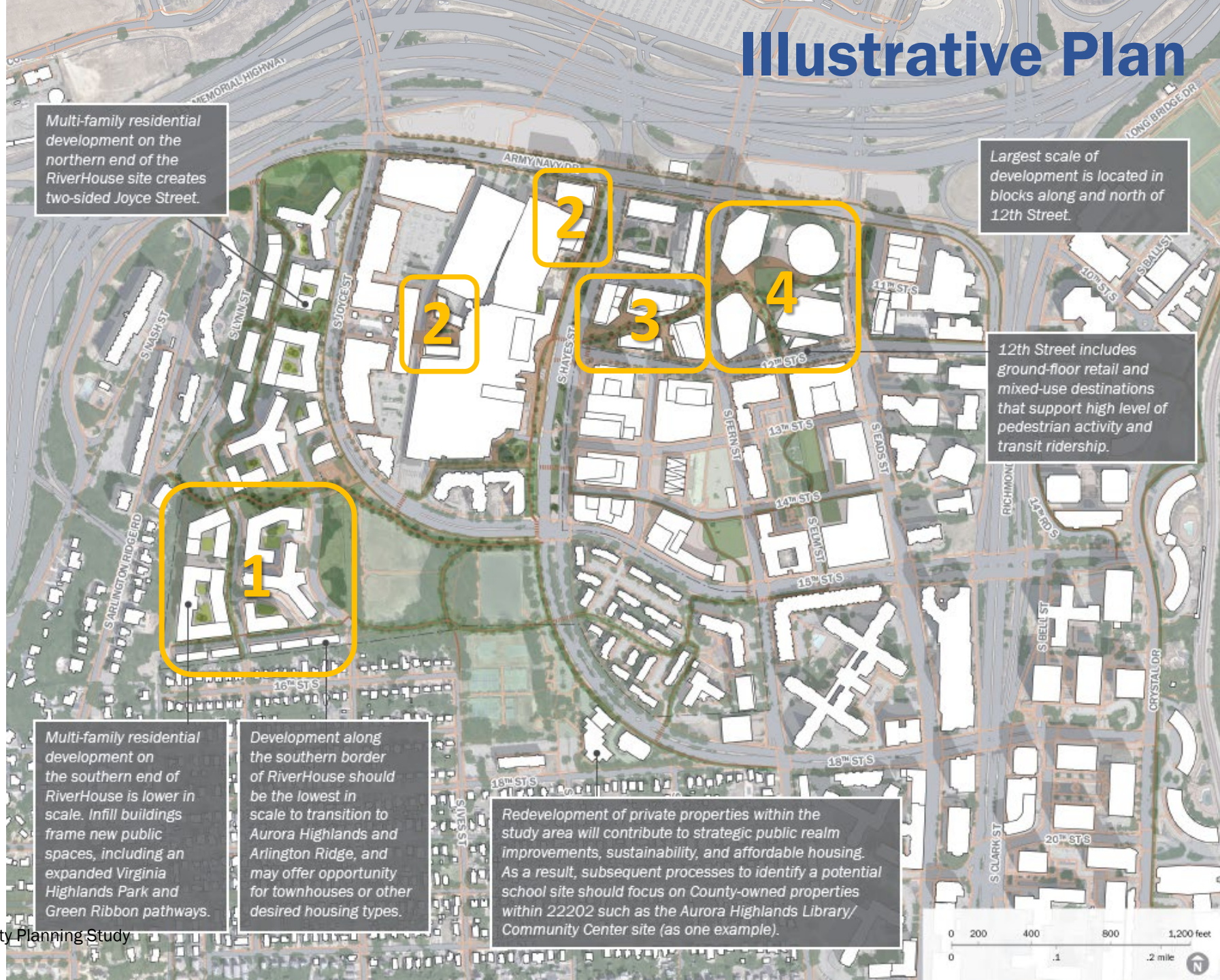


DEVELOPMENT FRAMEWORK

Near Term:

1. RiverHouse Infill (JBG Smith)
2. Fashion Centre Infill (Simon)
3. TSA Site (Brookfield)
4. PenPlace (Amazon)

Illustrative Plan



Multi-family residential development on the northern end of the RiverHouse site creates two-sided Joyce Street.

Largest scale of development is located in blocks along and north of 12th Street.

12th Street includes ground-floor retail and mixed-use destinations that support high level of pedestrian activity and transit ridership.

Multi-family residential development on the southern end of RiverHouse is lower in scale. Infill buildings frame new public spaces, including an expanded Virginia Highlands Park and Green Ribbon pathways.

Development along the southern border of RiverHouse should be the lowest in scale to transition to Aurora Highlands and Arlington Ridge, and may offer opportunity for townhouses or other desired housing types.

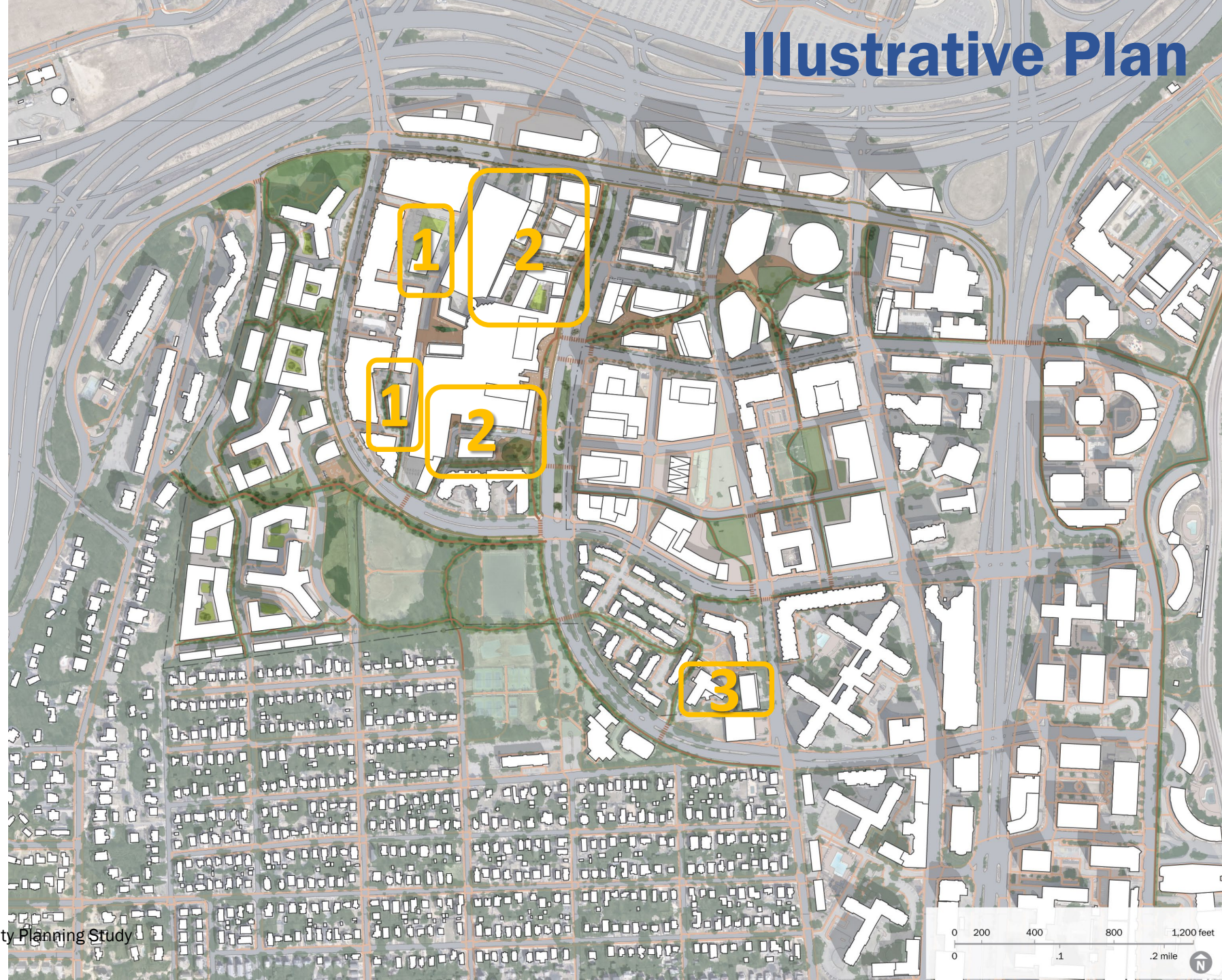
Redevelopment of private properties within the study area will contribute to strategic public realm improvements, sustainability, and affordable housing. As a result, subsequent processes to identify a potential school site should focus on County-owned properties within 22202 such as the Aurora Highlands Library/Community Center site (as one example).

DEVELOPMENT FRAMEWORK

Mid-Term:

1. Westpost Infill (FRIT)
(formerly Pentagon Row)
2. Fashion Centre Infill
(Simon)
3. Regency Care Infill

Illustrative Plan

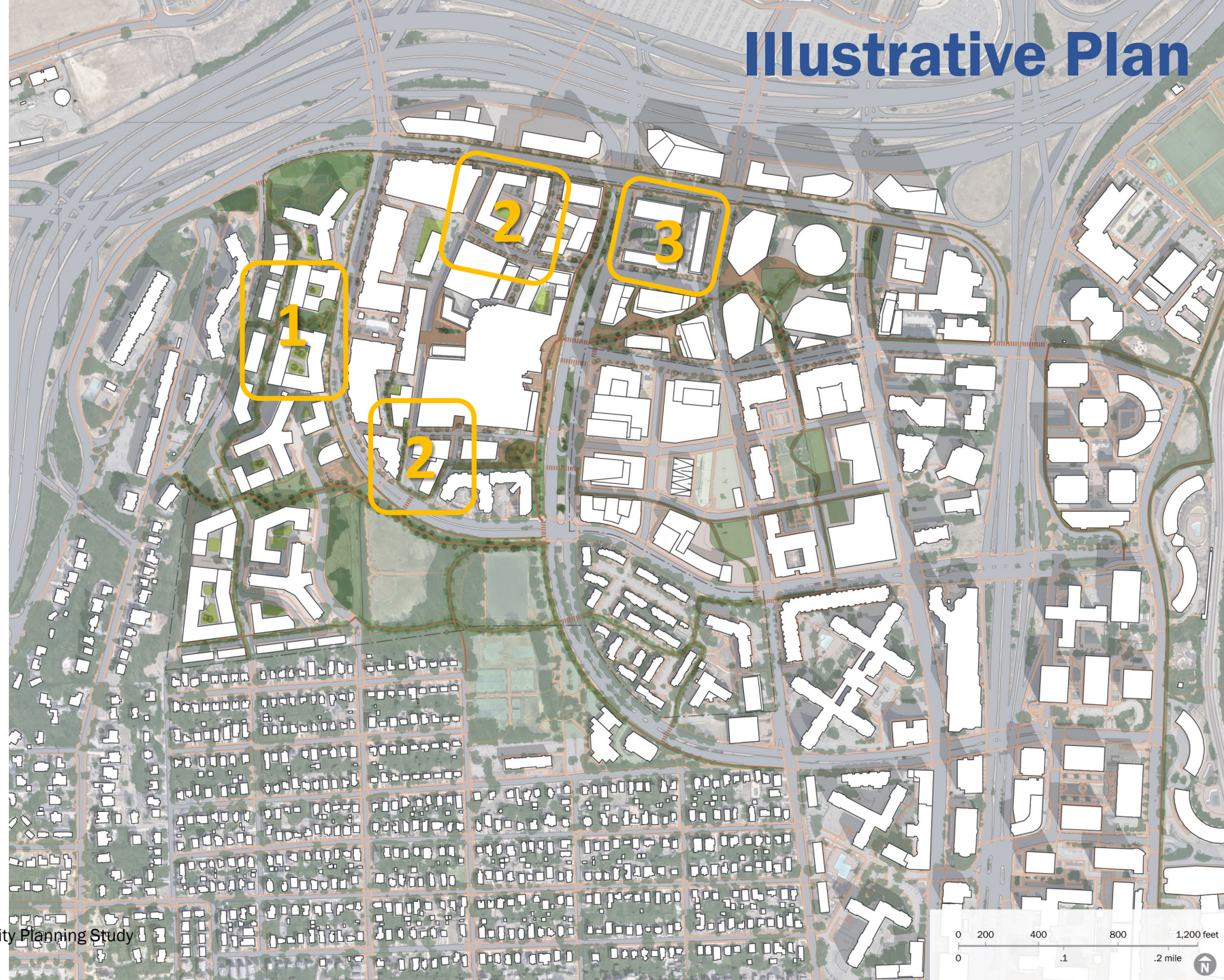


DEVELOPMENT FRAMEWORK

Long-Term:

1. RiverHouse Infill (JBG Smith)
2. Fashion Centre Infill (Simon)
3. DEA Site (Lincoln)

Illustrative Plan



DEVELOPMENT FRAMEWORK

Access to Density Enabled by:

1. Achievement of approximately 10 acres of publicly accessible green pathways/plazas
2. Multi-modal improvements within the study area
3. Contribution to on-site affordable housing
4. Improvements to the pedestrian passageway through the mall (connecting to Metro)
5. Additional connectivity throughout study area
6. Addressing other priorities identified at the time of redevelopment
7. Incrementally achieving Plan vision through minor/major site plan amendments

Topics Requiring Further Study

Transportation:

- Bike facilities
- South Hayes reconfiguration
- Curbside management
- Multimodal transportation analysis (MMTA) for individual development proposals
- Transportation Demand Management (TDM) performance standards

Open Space:

- Virginia Highlands Park Master Plan (DPR)

Schools:

- Siting Process for new elementary school within 22202 (APS)

Transportation Section Review

- Model shows limited capacity for more driving
- Mode shift needed
- Study IDs key needs to support mode shift
- Key strategies:
 - Multimodal infrastructure & urban design
 - TDM
 - MMTAs & trip budget are tools for analysis

2. Transportation

Pentagon City will continue to mature as a transit-oriented district—to become a place where walking, biking, micromobility, and transit are the predominant means of travel.

At traditional trip generation rates, streets in Pentagon City have limited capacity to accommodate significantly more automobile trips than currently planned. However, Arlington’s vision for Pentagon City, combined with the regional need for transit-oriented development, new housing, and sustainable economic development, calls for higher building densities than streets would be able to support at traditional suburban driving rates. Therefore, further development of Pentagon City will necessitate a greater mode shift to accommodate more trips in modes other than single-occupant car. The goal is to maintain and/or improve the mobility and accessibility of the study area with increased development

The following modal & location-based analysis identifies key issues to support such a shift and forms the framework for conditions necessary to support future building density. This analysis follows a separate report developed to focus specifically on traffic modeling.

Throughout the district, new and improved infrastructure as well as County programs and policies will help ensure redevelopment accelerates the multimodal travel patterns in Pentagon City.

This study proposes continued application of key strategies to maintain and improve mobility in ways that create value for property owners and community members alike:

- County investment in **transportation infrastructure and service improvements**
- Urban design approaches featuring a **multimodal network** of streets, blocks, and buildings designed to make walking, transit, and biking the preferred means transportation for most needs, while continuing to accommodate necessary auto access
- **Transportation Demand Management** policy that requires proactive effort by building developers and managers to encourage walking, biking, and transit use through pricing, on-site features like bike parking, and other means. TDM requires some investment, but delivers strong return on that investment by reducing private and public costs for parking and roadway infrastructure.
- **Multi-modal transportation analysis (MMTA)** for each large proposed development project. This detailed analysis reveals the most effective ways a development project can invest in supportive transportation infrastructure to mitigate any negative impacts, based on its unique location, size, land use mix, and other considerations.

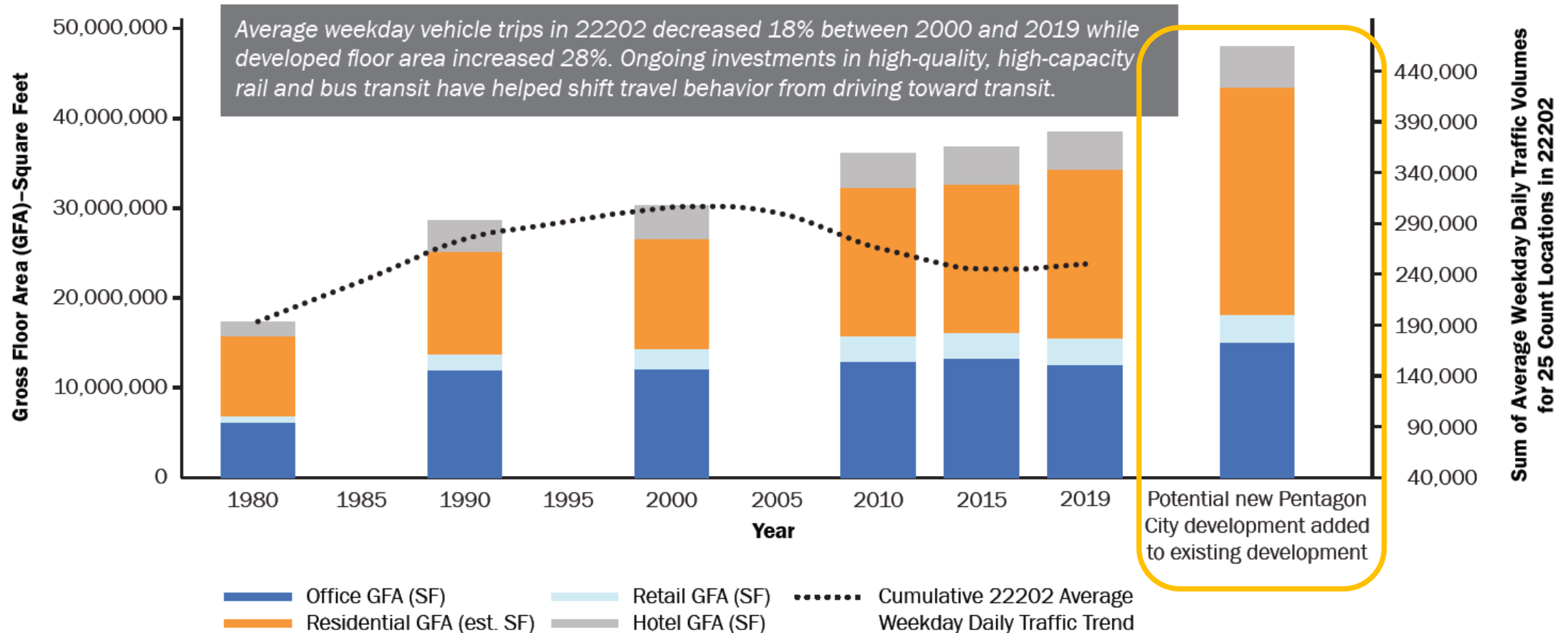
While beyond the scope of this plan and future development projects, the County will continue to advance its transportation goals as a part of regional transportation planning, projects, and policies.

PLANNING ANALYSIS

Transportation capacity and development capacity

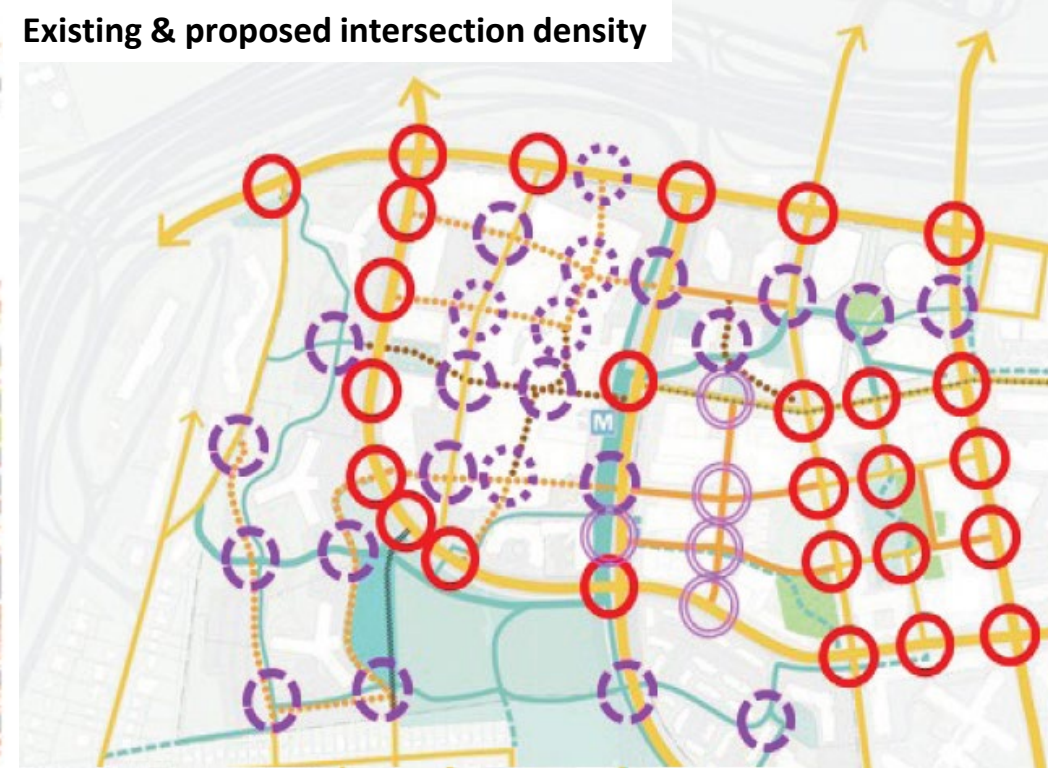
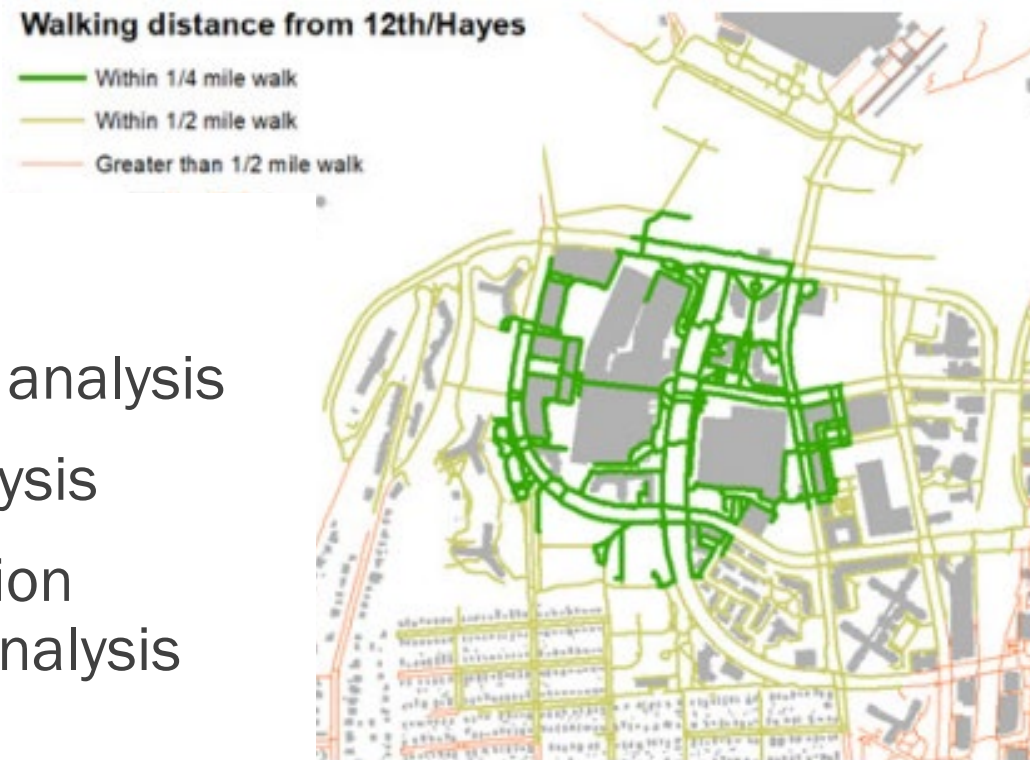
To an extent, we've done it before

22202 DEVELOPMENT AND TRAFFIC TRENDS, 1980-2019, WITH POTENTIAL PENTAGON CITY STUDY AREA DEVELOPMENT



Pedestrian Network

- Distance analysis
- Gap analysis
- Intersection density analysis



Street & Path Network

Public access ways at least every 500'

- Streets
- Green Ribbon
- Other paths

MTP updates

- Reclassify 12th St S
- Extend areas designated for new streets

transportation

2.1 Street & Path Network

The proposed street and path network will help ensure that connections are made across parcels, facilitating shared access between parcels and creating an easier to navigate grid.

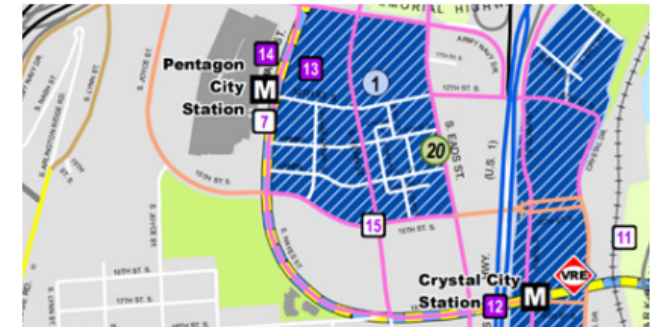
Policy Approach

- To facilitate convenient mobility and access to destinations on each block, **public access ways should be present at intervals not exceeding 500 feet**. Block lengths under 400 feet are preferred where feasible. Blocks exceeding 500' length may be acceptable where topography or other factors limit connectivity.
- The **Street and Path Network** diagram on the facing page indicates existing and planned public access ways. The combination of transportation modes on a given access way may vary according to the types of access ways shown. Dotted lines indicate planned access ways; the actual alignment of these can vary (may be straight, or curve to either side) as long as the indicated end point connections are achieved. See 2.2, Bicycle facilities, for locations of priority bike facilities. See pages 46-49 for priority considerations for updates to specific streets and other public access ways, with attention to street section widths.
- Where future public access ways (streets, Green Ribbon, other walks) are shown upon development parcels, **public access easements or land transfers are required as a condition for redevelopment**. These may be new corridors and/or widening of existing corridors. Corridors may accommodate pedestrian, bike, and/or vehicular modes as appropriate to location. See 1.3, Buildable Site Boundaries, for more detail on access way locations and areas.

Master Transportation Plan (MTP)

The Master Transportation Plan (MTP) is part of the County's Comprehensive Plan. The MTP Street Typology Map classifies every street in the County, and provides a framework for the physical features of each block of roadway. Updates to standard street typology

classifications and MTP recommendations will represent anticipated changes as a result of approved developments, update the MTP map in accordance with approved capital investments, and identify the potential need for new street segments where additional future development is identified.



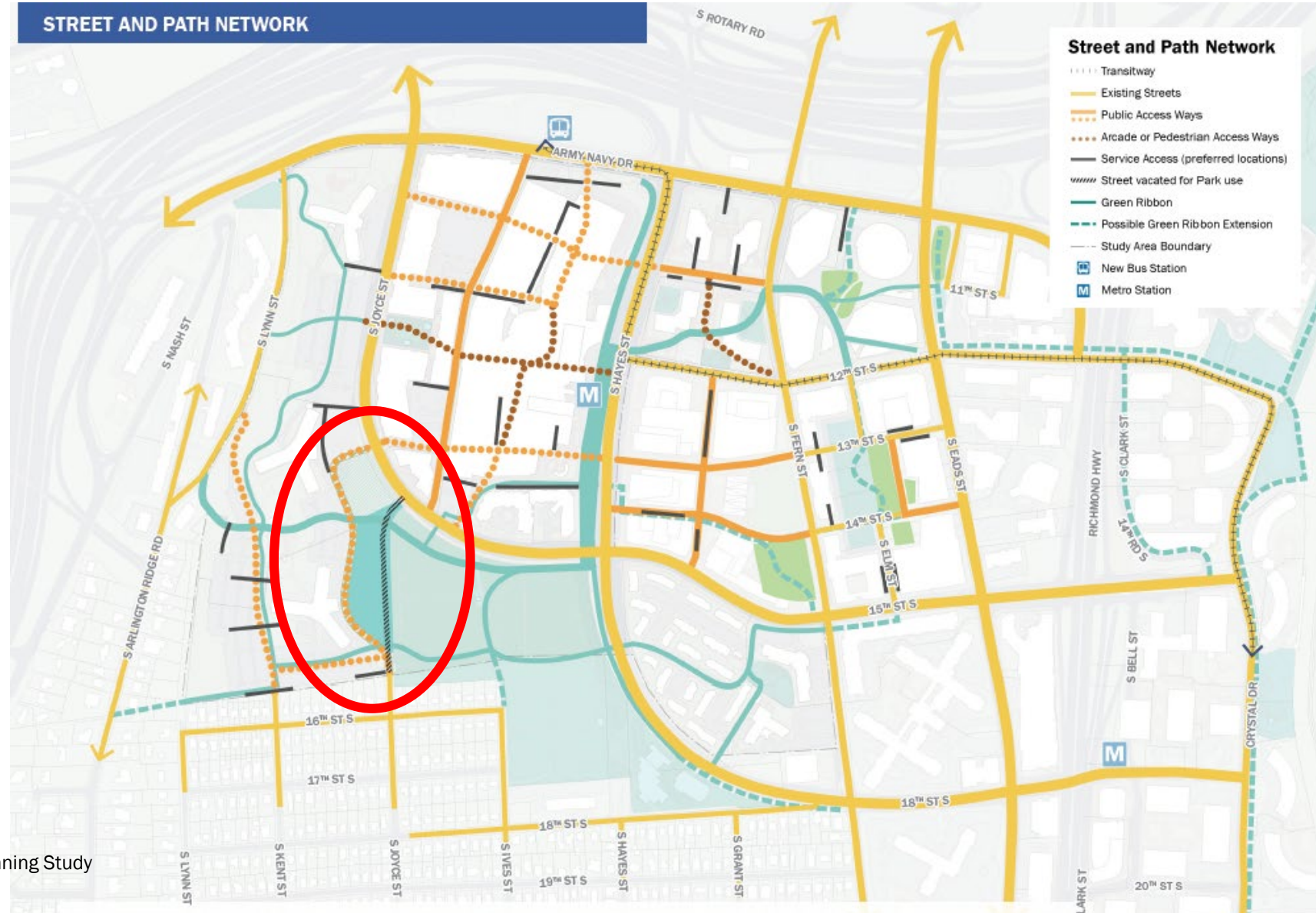
Suggested revisions to the MTP Street Typology Map include:

- Reclassify 12th St S between S Eads St and S Hayes St from neighborhood/non-arterial (represented in white on the map) to Arterial Type A: Primarily Retail Oriented Mixed-Use (represented in peach on the map). This would reflect both existing and proposed development patterns, and the travel characteristics of this stretch of 12th Street South associated with the planned transitway capital project.
- Extend the areas designated for new streets (represented in dark blue with diagonal stripes) from South Hayes Street west to South Lynn Street, between Army Navy Drive and 15th Street South, to incorporate the Fashion Center, Pentagon Row and River House development sites. Specific locations for any new streets can be identified later, likely through the site plan review process as new developments are proposed.

DEVELOPMENT FRAMEWORK

Street and Path Network

- Dots signify flexibility of alignment
- Updates include
 - “Public access way” terminology – not yet streets or trails
 - New bus station on Army-Navy Drive
 - Additional service access points
 - Realigned Joyce St



DEVELOPMENT FRAMEWORK

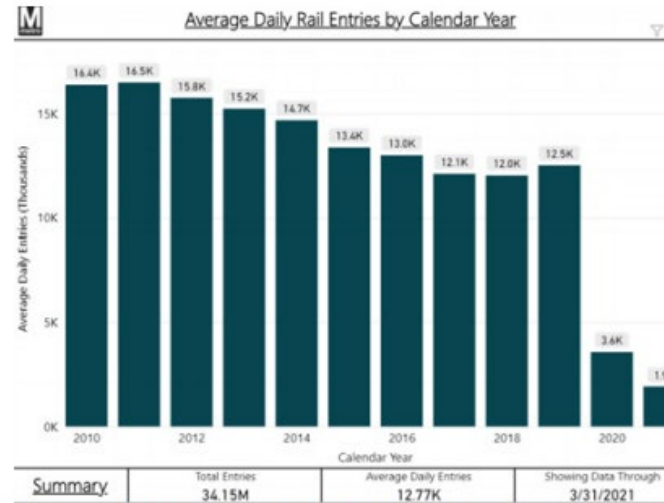
Street and Path Network

Matrix of street-by-street recommendations, eg Joyce.

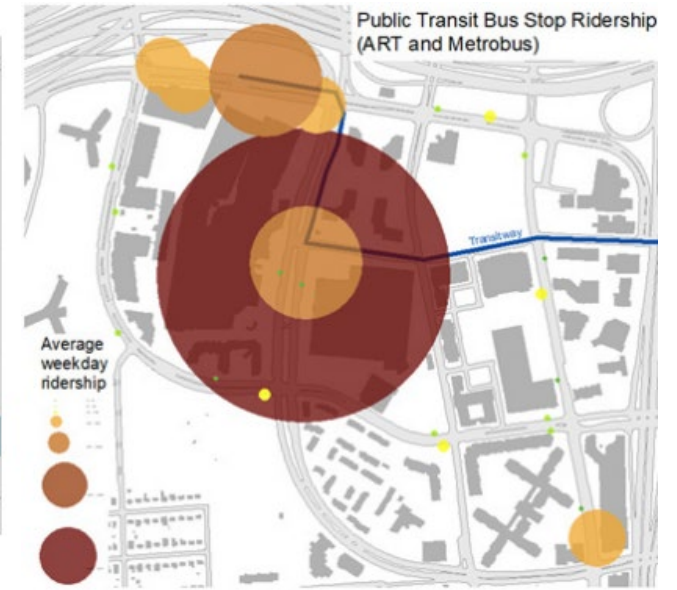
STREET	TYPICAL WIDTH	PLANNED & PRIORITY IMPROVEMENTS		
		PEDESTRIANS	BIKES	TRANSIT, CURBS, CARS
South Joyce Street	100' north of 15th Street <i>Recommendation: add 30' easement along west to accommodate broader sidewalk, grade-separated cycle track. Relocate Joyce to the west south of 15th Street to enable contiguous expansion of Virginia Highlands Park.</i>	Provide safer crosswalks at non-signalized crossing locations, including at Green Ribbon. Could include narrower crossing distance through curb extensions, additional rapid flashing beacons where appropriate Integrate green ribbon with siting and design of new buildings to make walkways comfortable and inviting	Consider adding protected bike lanes through reallocation of lanes or associated with development at River House. Coordinate with improved bike facilities north of Army-Navy Drive connecting to Columbia Pike	To prevent excessive traffic speed, consider narrowing roadway at spot locations with transit stops/parking pinch points

Transit Network

- Overview of ridership trends
- Need for more riders, improved service
- Key issues:
 - Metrorail ridership impact of development scenario: 8,600 new riders/day at pre-Covid rates
 - Transit bus heavily centered on Hayes, conflicts at curbside
 - Private bus needs PUDO on Hayes at mall, but layover could move



This image shows the average daily Metrorail boardings at the Pentagon City station over the last decade.
 Source: WMATA Rail Ridership Data Viewer
<https://www.wmata.com/initiatives/ridership-portal/Rail-Data-Portal.cfm>



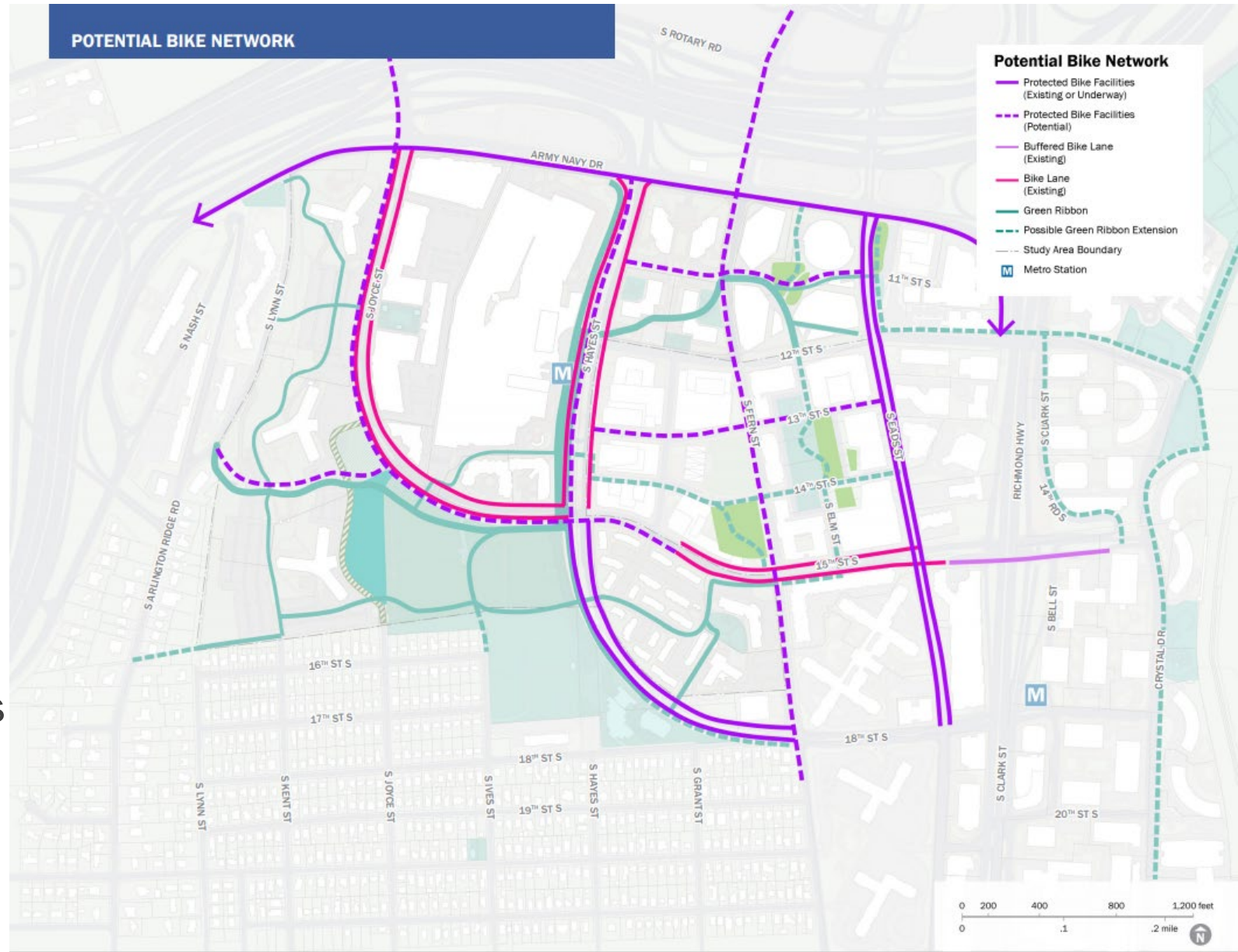
Average daily ridership boardings and alightings at bus stops in Pentagon City show the importance of Hayes Street to bus service. Prepared by County DES.



Private shuttles and tour buses stopped on Hayes Street north of 12th. Image from Google.

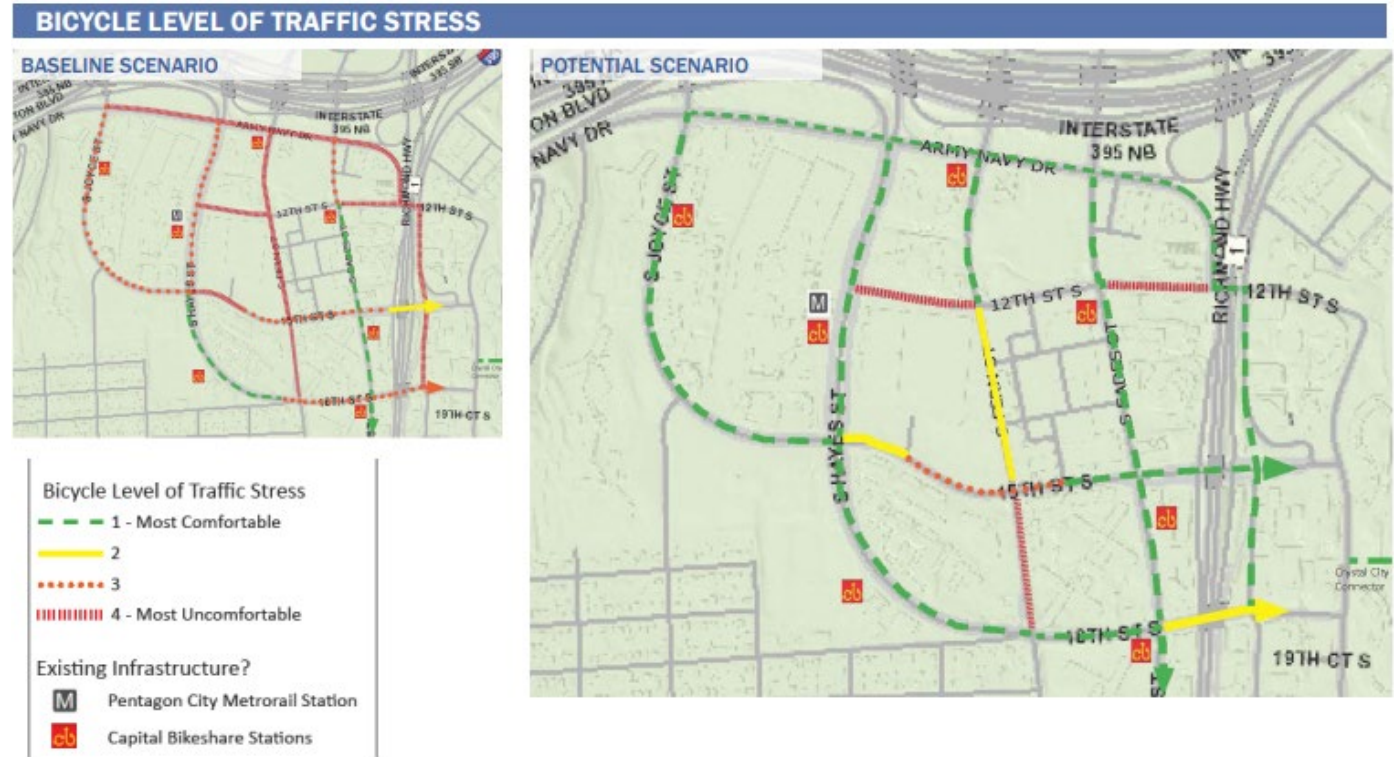
Bike Network

- Goal: All blocks accessible via protected bikeway
- IDs easements on Joyce, Hayes, Fern
- Green Ribbon accommodates slow-moving bikes but is not a high-speed trail; separate parallel bikeways in some locations
- Interior & sidewalk bike parking following standards
- Resolve discrepancies in maps (Fern, 15th, 18th)



Bike Network

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- Resolve discrepancies in maps (Fern, 15th, 18th)



DEVELOPMENT FRAMEWORK

TDM & Parking

- Dedicated policy recommendations
- Dynamic monitoring, targets, and strategies that can evolve with behavior & technology
- Potential for parking maximums, cash-out, sharing

transportation

2.3 Transportation Demand Management (TDM)

Policy Approach

- **Mode Split Targets.** New development will meet a minimum expected performance standard for mode splits and trip generation: in the near-term, single-occupancy vehicle trips can make up no more than 30% of trips for office and residential uses, 20% of trips for hotel uses, and 5% of trips for pedestrian-oriented retail/commercial uses. These caps reflect recently-approved developments in the area, and may be monitored and adjusted in the future through the MMTA and TDM monitoring process.
- **Performance Monitoring.** Mode split and trip generation for existing uses and new development will evolve over time—to decrease or hold steady vehicle trips and increase transit, walking, biking, and micromobility trips. Changes to the performance requirement in the future will be calibrated based on the Household Travel Survey, TDM reporting, and other analysis by DES. Annual monitoring may be required at the district level to collect sufficient data to gauge and address performance issues.
- **Telework support.** While long-term effects of the Covid-19 pandemic are still emerging, rates of telework and/or modified schedules will continue to be an important factor in TDM.
- **Employer strategies.** Employers will need to work with Arlington Transportation Partners to implement the most effective TDM strategies, including parking cash out programs and shared vehicle parking.
- **Parking Management and Bike Parking Strategies.** In addition to the investments in the multi-modal network detailed in the plan, future changes to parking requirements and operations may be required to support performance-based TDM. Parking strategies that may be appropriate, upon further study and analysis, include

parking maximums, as well as conversion of underutilized parking to other uses. In addition to the current site plan conditions for bicycle parking, facilities should accommodate a wide range of users, including electric and cargo bikes. Covered bicycle parking for visitors is encouraged.

- **School Opportunities.** Redevelopment of a future elementary school in the 22202 area will include TDM and bike parking in line with County use permit requirements, as well as safe routes for walking and biking to school by students.

CHANGE FROM PAST POLICY?

This builds on existing County policy—including TDM monitoring and the success of the County's multimodal transportation planning—to emphasize performance standards for new development. In order to implement performance-based TDM, additional study and analysis may be warranted.

30%

Maximum percentage of vehicle trips (mode share) for new residential and office development

Vision Zero

- Reports on Vision Zero analysis, with High Injury Network hotspots at
 - Hayes St
 - Hayes/Army Navy
 - Joyce/Army Navy
 - Fern/15th
- Reports ongoing Safety Study
 - Recommends implementing
 - Does not ID specific projects

DRAFT

2.4 Vision Zero

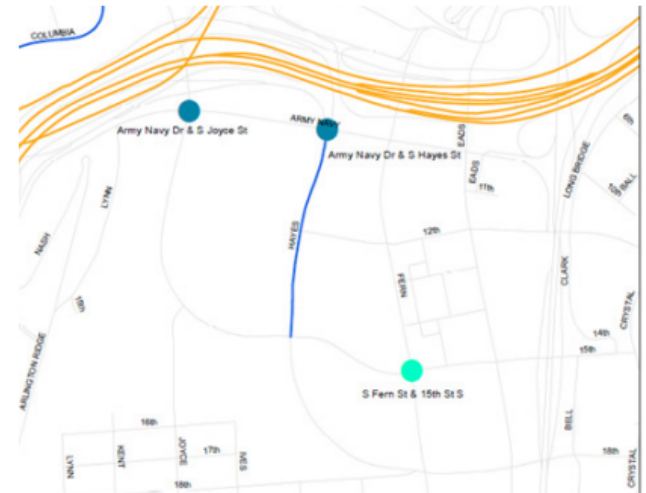
In 2019, the Arlington County Board adopted the principals of Vision Zero, which is “a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.” The Vision Zero Action Plan was subsequently approved in 2021, providing a framework to achieve that vision, using a data-based approach, including historic data of known auto collisions. Within the Pentagon City Planning Study area, there are known “Vehicle Hot Spot” locations at the intersections of Army Navy Drive and South Joyce Street, and Army Navy Drive and S Hayes Street, and a known “Bicycle Hot Spot” location at the intersection of South Fern Street and 15th Street South. Additionally, South Hayes Street between Army Navy Drive and 15th Street South is a known “High Injury Network Corridor.”

A range of capital projects which are currently in various planning, design and implementation stages will impact the hot spot locations, and should be studied for pre- and post-implementation effectiveness. Additionally, South Hayes Street, which has a high intensity of multimodal activity across all modes of travel, should be further studied for changes and improvements that could increase the safety for all who travel this corridor, and improve the non-personal auto mode share. Such an analysis would be consistent with the County’s commitment to eliminate all travel related deaths and serious injuries.

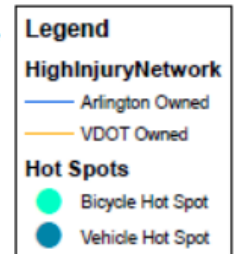
Arlington County is currently undergoing a safety study of streets in the Pentagon City area, which will result in detailed, specific recommendations for small-scale design or operational interventions along the transportation network. Recommendations may include protected intersections for bicyclists, pedestrian refuge islands, curb extensions, improved street lighting, etc. This study is underway as of this writing. **The eventual recommendations from the study should be implemented to promote a safer multimodal network.**

PENTAGON CITY DEVELOPMENT FRAMEWORK

VISION ZERO ANALYSIS



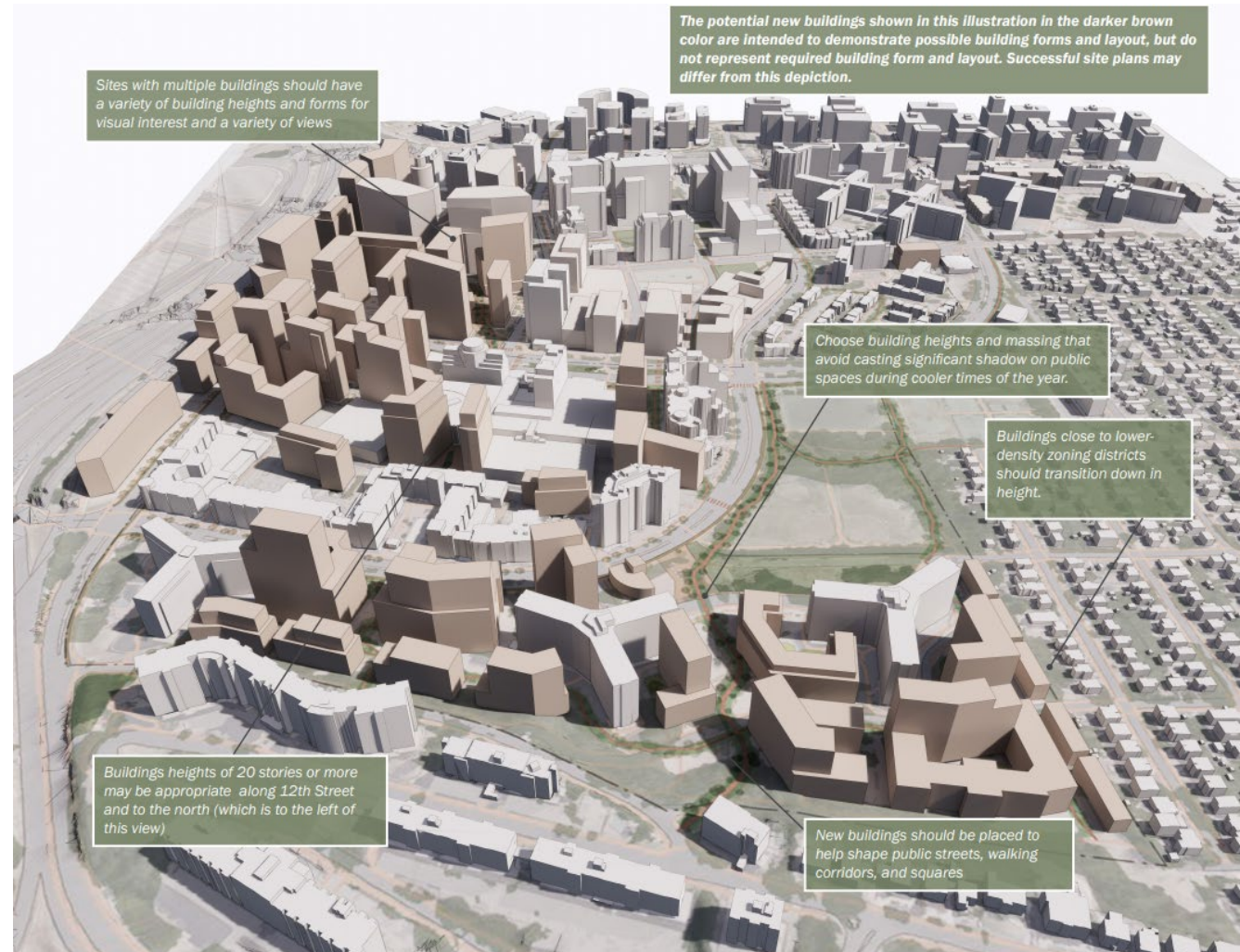
The Vision Zero analysis provided by County DES staff indicates hot spots in the high injury network, as well as high injury corridors.



transportation

Summary

- Community vision calls for significant redevelopment
- Given limited capacity for more driving, mode shift is needed
- Transportation recommendations support mode shift:
 - Improved ped network (including Green Ribbon)
 - Aggressive bike network
 - Transit priority, focus on buses & access to Metro
 - TDM, parking, curbside management
 - Individual street & safety recommendations



Plan Implementation & Schedule

County Board Adoption

- Pentagon City Area Plan
- GLUP Amendments
- MTP Amendments
- Zoning Ordinance Amendments

Draft Plan Schedule

- Draft 1 released late July
- Draft 2 anticipated late Sep./early Oct.
- Draft 3 to coincide with RTA (fall 2021)
- Draft 4 final release after final County Board action (late 2021)



Public Review Schedule

Fall 2021:

- Release of 2nd version of Draft Plan
- Virtual Public Open House
- Long Range Planning Committee (LRPC)
- Online feedback form/questionnaire
- Parks & Recreation Commission (PRC)
- Transportation Commission (TC)
- C2E2
- NAIOP
- 22202 Civic Associations
- Planning Commission
- County Board

Projects & Planning

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Pentagon City Planning Study: Documents

- [Planning Study Scope](#)
- [Transportation Analysis](#)
- [Interim Stakeholder Interview Report – Draft Under Review](#)
- [Results of “Submit-A-Slide” Exercise](#)

Meeting Documents

To send any questions or comments directly, please email Kathleen.Onufer@godyclancy.com and Matt.Mattauszek@arlingtonva.us. If you have a specific comment, it is helpful to note the page number in the document. **Deadline for comments on these initial drafts is August 23rd.**

Pentagon City Transportation Analysis [NEW]

Aug. 12, 2021

- [Transportation Section of Draft Plan](#)
- [Transportation Analysis \(Main Report\)](#)
- [Transportation Analysis \(Appendix Volume 1\)](#)
- [Transportation Analysis \(Appendix Volume 2\)](#)

Monthly Focus Group Meeting

Jul. 29, 2021

- [Presentation: Focus Group #12](#)
- [\(High-Resolution\) Initial Version of Draft Plan](#)
- [\(Low-Resolution\) Initial Version of Draft Plan](#)

Monthly Focus Group Meeting

Jun. 24, 2021

- [Presentation: Focus Group #11](#)

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Questions