

12th Street Landing PDSP Amendment

April 1, 2024

Long Range Planning Committee (LRPC) Meeting #2

Site Plan #105

601 & 701 12th Street South



LRPC Agenda Topics

This Meeting:

1. Staff Presentation
2. Applicant Presentation
3. LRPC Discussion of:
 1. Transportation
 2. Phasing
 3. Community Benefits
4. LRPC Wrap-up
5. Public Comment
6. Next Steps

Previous LRPC Meeting (January 2024):

LRPC Discussion of

1. Proposed density/Use Mix
2. General Building design/Site Layout
3. Public Spaces/Green Ribbon

Sector Plan – Guiding Principles

The Pentagon City Planning Study established six guiding principles for future development and investment in the study area. Because of the importance of connecting and integrating future development in Pentagon City into the broader Richmond Highway Corridor and 22202 area, the principles also address the broader district as a whole. Supporting elements help further explain how the principles may apply. The performance metrics help evaluate progress towards the guiding principle; they may usefully inform review of individual projects, but are more importantly a measure of success for the study area as a whole.

COORDINATING AT A DISTRICT SCALE

Complete the missing links—physical and over time—to become a cohesive neighborhood connected to the broader 22202 community.

EQUITY

Welcome everybody from throughout the County, region and world to live, work, learn, and share culture.

PLACES FOR PEOPLE

Fill streets and public spaces with people enjoying community.

PLACES FOR NATURE

Create space for nature to thrive so that biophilia is part of the everyday experience of the district.

TRANSPORTATION

Provide safe, inviting transportation choices that make driving unnecessary.

GREEN DEVELOPMENT

Advance global standards for sustainable design as part of development.



Transportation

Transportation – Street Network

- S. Hayes St., S. Fern St. and 12th St S. to be maintained in their current location.
- S. Hayes St. to be designed to accommodate the transit station as part of the final Transitway design. Design refined during final site plan.
- 12th St. S. to be designed to accommodate the interim and final Transitway design. Design refined during final site plan.
- S. Fern St to be designed to provide bicycle facilities on the east side. Improvements to be coordinated with PenPlace development. Design determined during final site plan.
- 11th St S. to be designed to accommodate vehicle and pedestrian travel on the project side. Final 11th St S. unable to be achieved until redevelopment on the northern portion of the site.
- Signal installation and upgrades to support the project to be determined during final site plan.
- Service access should be located to minimize presence on the main pedestrian networks.

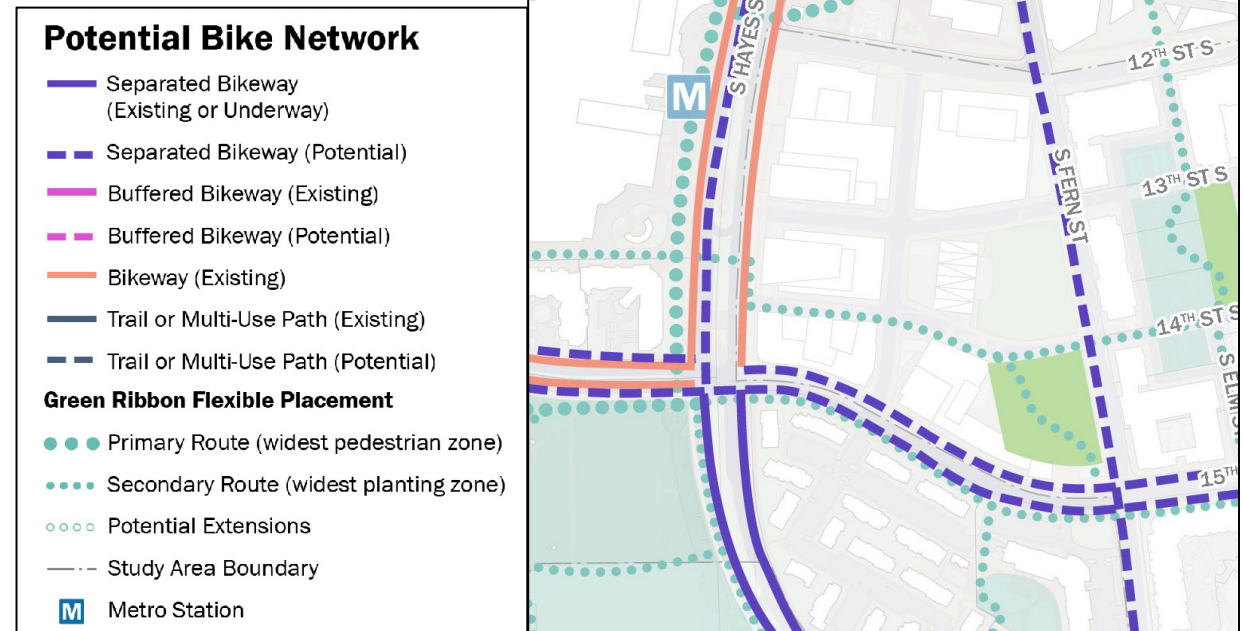
Pentagon City Sector Plan
Street and Path Network Map



Transportation –Bike Network

- S. Fern St. design to be coordinated with development on the east side.
- No bike facilities are proposed on S. Hayes St. as they are envisioned to be on the west side of Hayes Street.
- No bike facilities proposed on 12th St S. as that is the Transitway location.
- No bike facilities proposed on 11th St S. as part of the interim design. Bikes to utilize travel lanes.

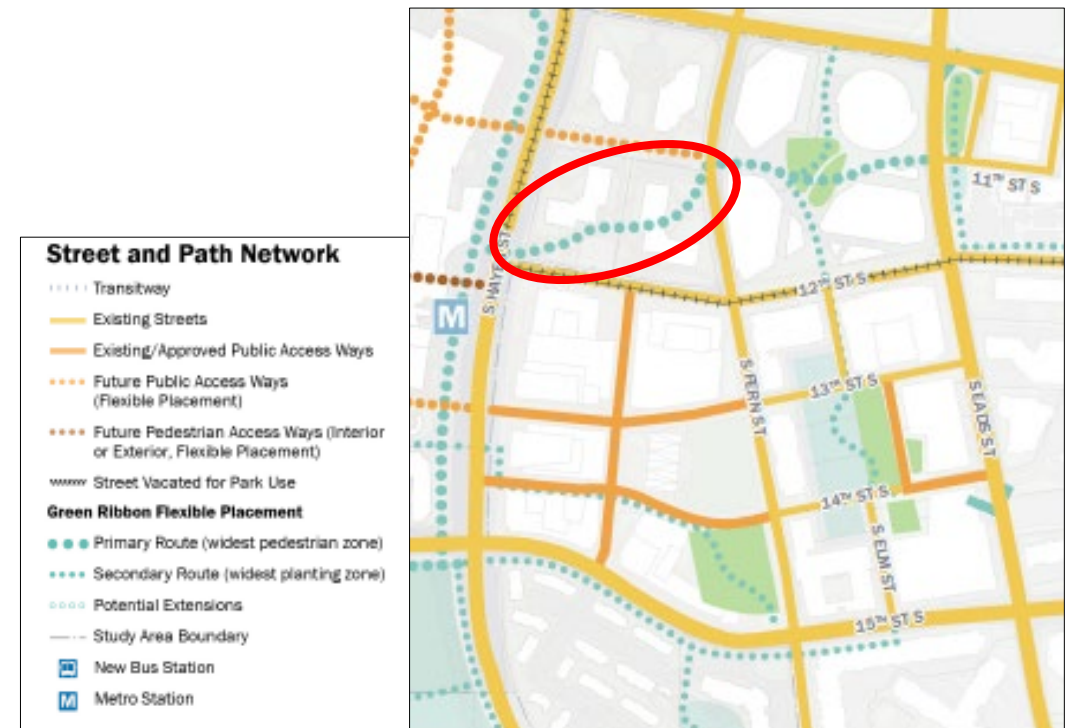
*Pentagon City Sector Plan
Future Bicycle Network Map*



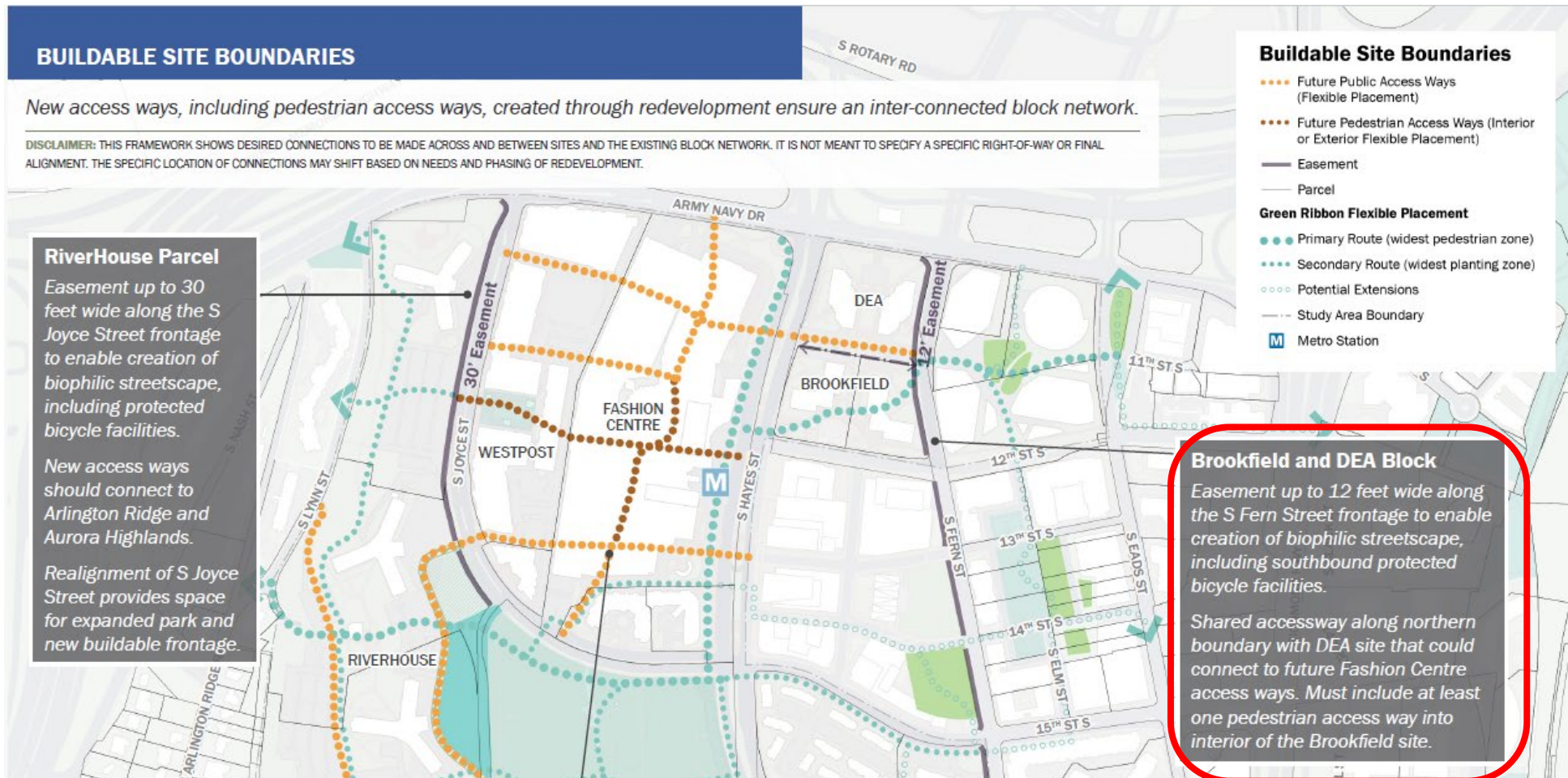
Transportation – Green Ribbon and Sidewalks

- Primary Route through the site from the SW-NE corners. Connection to align with street intersections.
- Path for pedestrians and slow moving bicycles.
- Minimum 12' wide path.
- Sidewalks to be meet Sector Plan guidance.
 - 12th St S – min 10' clear zone
 - 11th St S – min 8' clear zone
 - S Fern St – min 8' clear zone

*Pentagon City Sector Plan
Street and Path Network Map*



Transportation Improvements



Transportation Improvements

Pentagon City Sector Plan

RECOMMENDED MULTI-MODAL IMPROVEMENTS BY STREET				
STREET	TYPICAL WIDTH	PLANNED & PRIORITY IMPROVEMENTS		
		PEDESTRIANS	BIKES	TRANSIT, CURBS, CARS
11th Street S and other new public access ways	60' minimum typical	Minimum 8' clear zone for passage along sidewalks. Safe, inviting pedestrian facilities should be provided along all public access ways.	Safe, inviting bike facilities should be provided along all public access ways.	<p>Ultimate mix of transportation modes to be determined by corridor, but a mix of pedestrian, bike, and vehicular facilities is encouraged wherever possible. Some public access ways may accommodate motor vehicle travel while others accommodate solely pedestrians, or pedestrians and bikes.</p> <p>Between S Hayes and S Fern Streets, redevelopment of both the Brookfield and Lincoln Place (DEA Site) parcels should each include public passage of both pedestrians, cyclists, and vehicles along the 11th Street S corridor, and in a manner that accommodates a conventional "complete street" upon redevelopment of both parcels. An interim condition prior to redevelopment of both parcels may be necessary.</p> <p>Between S Fern Street and S Eads Street, public passage of both pedestrians and cyclists along the 11th Street S corridor at the PenPlace parcel should be accommodated.</p>

RECOMMENDED MULTI-MODAL IMPROVEMENTS BY STREET				
STREET	TYPICAL WIDTH	PLANNED & PRIORITY IMPROVEMENTS		
		PEDESTRIANS	BIKES	TRANSIT, CURBS, CARS
12th Street S	<p>90' west of S Fern Street; 110' east of S Fern Street.</p> <p>Recommendation: 1 to 5 feet of additional width desirable both sides west of S Fern Street to enable minimum 10' clear sidewalks and 6' planting/furniture zone</p>	<p>Minimum 10' clear zone for passage along sidewalks</p> <p>Provide safe crossings at Transitway median bus stops and Green Ribbon and robust connections to public spaces at Brookfield and PenPlace sites</p> <p>Encourage allowance and facilities for public use of landscaped areas between existing Costco building and sidewalk.</p>	<p>Approved capital project includes a two-way cycle facility under the Richmond Highway bridge, linking the future two-way physically separated protected bike lane planned for Army Navy Drive to a planned off-street trail heading to Crystal City Metro Station. This cycle facility will provide a bike link to Long Bridge Drive.</p>	<p>Approved capital project will create bus Transitway between S Hayes Street and S Eads Street, primarily occupying center lanes. Bus stops to be located in median at S Hayes Street and S Elm Street</p> <p>Review curbside management at Brookfield and PenPlace parcels as part of proposed redevelopment.</p>

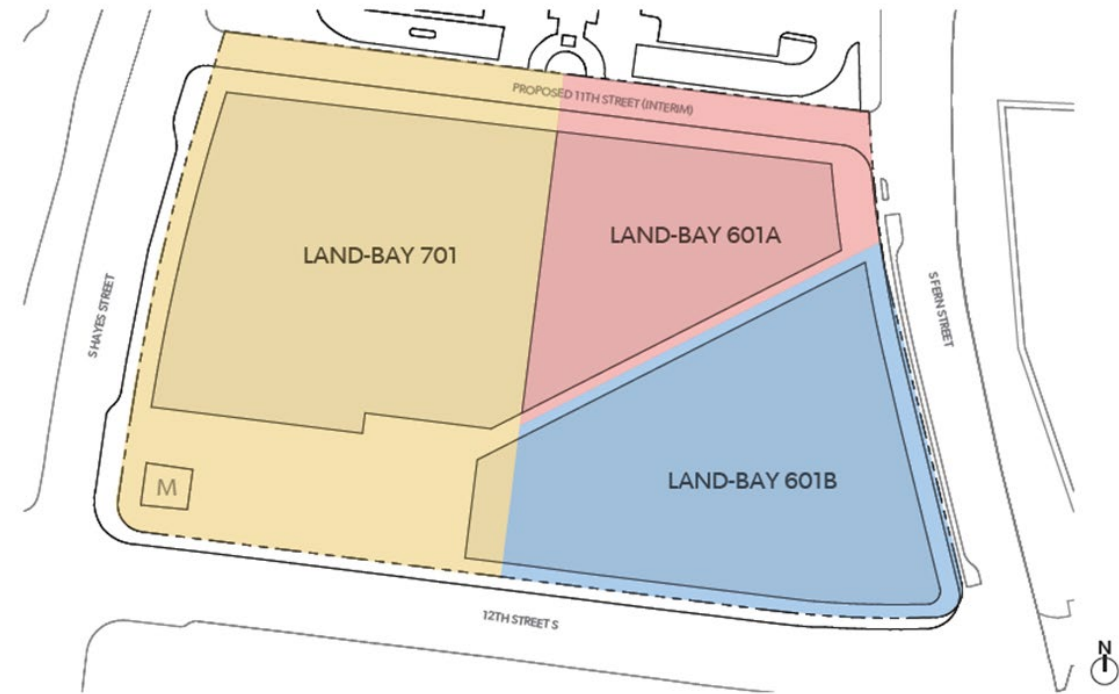
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S Fern Street	<p>75' existing (wider north of 11th Street S)</p> <p>Recommendation: 12' public easement on along western edge (and/or east at PenPlace) to accommodate separated bikeways, Army Navy Drive to 18th Street S</p> <p>The existing subterranean garage may possibly remain in place; the 12' easement is intended to provide at-grade pedestrian passage and biophilic streetscape at grade, working around the constraints of the existing garage infrastructure.</p>	<p>Minimum 8' clear zone for passage along sidewalks. Some existing deficiencies in pedestrian facilities will be addressed through approved developments and a capital project at 15th Street S</p> <p>Ensure robust connections at Green Ribbon crossing and to public spaces in Met Park, PenPlace, and Pentagon Centre (future)</p>	<p>Enhanced bicycle facilities throughout study area (constraints from Army Navy Drive to 18th Street S may require allocation of additional right of way through redevelopment or other changes. Coordinate with improved bike facilities north of Army-Navy Drive linking to Pentagon and Potomac riverfront</p>	

Transportation – Phasing Impacts

- Loading, parking, and pick-up/drop-off operations need to be accommodated for each phase.
- Transportation improvements to be delivered based on operational needs and building frontages of each phase.
- Improvements need to tie into the existing conditions.
- Pedestrian access to be provided/maintained through the site with each phase.

CONCEPT PLAN
PROPOSED PDSP LAND BAYS

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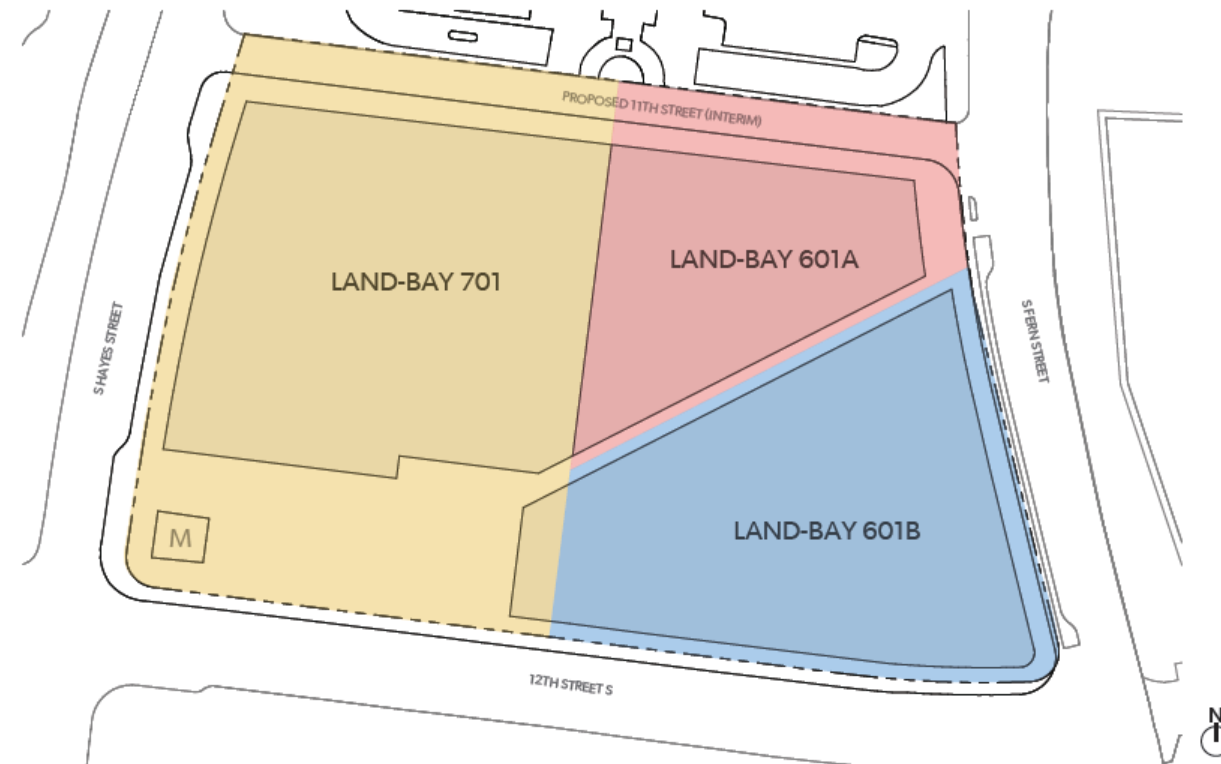
Phasing

Phasing Proposal

Baseline Program	Primary Use	Residential GSF	Office GSF	Retail GSF	Hotel GSF	Total GSF	Approximate Unit/Key Count
Phase A (Landbay 701)	Residential 1	520,000		22,000		542,000	578
	Residential 2	469,366		11,000		480,366	511
Total Phase A		989,366	0	33,000	0	1,022,366	1,089
Phase B (Landbay 601A)	Condo	190,000		14,000		204,000	164
Phase C (Landbay 601B)	Office		527,000	23,000		550,000	
Total		1,179,366	527,000	70,000	0	1,776,366	1,253

Alternative Program	Primary Use	Residential GSF	Office GSF	Retail GSF	Hotel GSF	Total GSF	Approximate Unit/Key Count
Phase A (Landbay 701)	Residential 1	520,000		22,000		542,000	578
	Residential 2	469,366		11,000		480,366	511
Total Phase A		989,366	0	33,000	0	1,022,366	1,089
Phase B (Landbay 601A)	Hotel			14,000	190,000	204,000	200
Phase C (Landbay 601B)	Residential 3	527,000		23,000		550,000	586
Total		1,516,366	0	70,000	190,000	1,776,366	1,875

CONCEPT PLAN
PROPOSED PDSP LAND BAYS



Phasing

- Develop proposes to reuse existing parking garage footprint;
- Developer has indicated that west side (Land Bay 701) will probably redevelop first;
- 601 12th Street Building will probably remain longer; office tenant has time left on lease.

Phasing– Public Improvements Proposed

- Phase Land Bay 701:
 - .5 acre Public Plaza at 12th and Hayes;
 - Temporary public access easement through 601 property using existing pathways;
 - West half of interim portion of new 11th Street. (full width of new 11th Street will be achieved with redevelopment of DEA site)
- Phase: Land Bay 601 A
 - Small public space (“Node”) on Fern Street;
 - East half of portion of interim portion of new 11th Street;
 - If developed first, the Green Ribbon.
- Phase: Land Bay 601 B
 - If developed first, the Green Ribbon

Community Benefits

Community Benefits/ Site Amenities

- Developer to design and build public open spaces per sector plan, perhaps maintenance;
- Sector Plan expectation of minimum 10% of net new residential density to be on site CAFs, 60% AMI;
 - Exact number and mix of units will be determined at final site plan;
- Green Building per Sector Plan recommendations;
- New 11th Street to break up superblock;
- Separated bike lane on Fern Street;
- Accommodating transportation improvements to be made by others around block.

Community Benefits—Staff Analysis

- Congruent with sector plan recommendations (Page 56) in order to earn the proposed density:
 - **At the Brookfield site, site plan conditions and targeted community benefits to enable higher density redevelopment should include:**
 - Creation of Green Ribbon through site, including public plaza space accessible from Metro totaling at least 0.5 acre;
 - Public access route along the 11th Street S alignment;
 - Southbound separated bicycle facility along S. Fern Street with easements up to 12 feet wide; and
 - At least 10% on-site committed affordable housing units.

Public Review Process/Next Steps

- Public Hearings anticipated in the Spring to amend the Pentagon City Phased Development Site Plan Conditions;
- Later 2024/2025: Developer will submit detailed 4.1 plans for the first phase for public review (SPRC, Commissions) and County Board approval.

