

Presentation #3 – Public Space and Transportation

SPRC Online Engagement

September 9 - 22, 2024

RiverHouse

Rezoning (REZN22-00007)

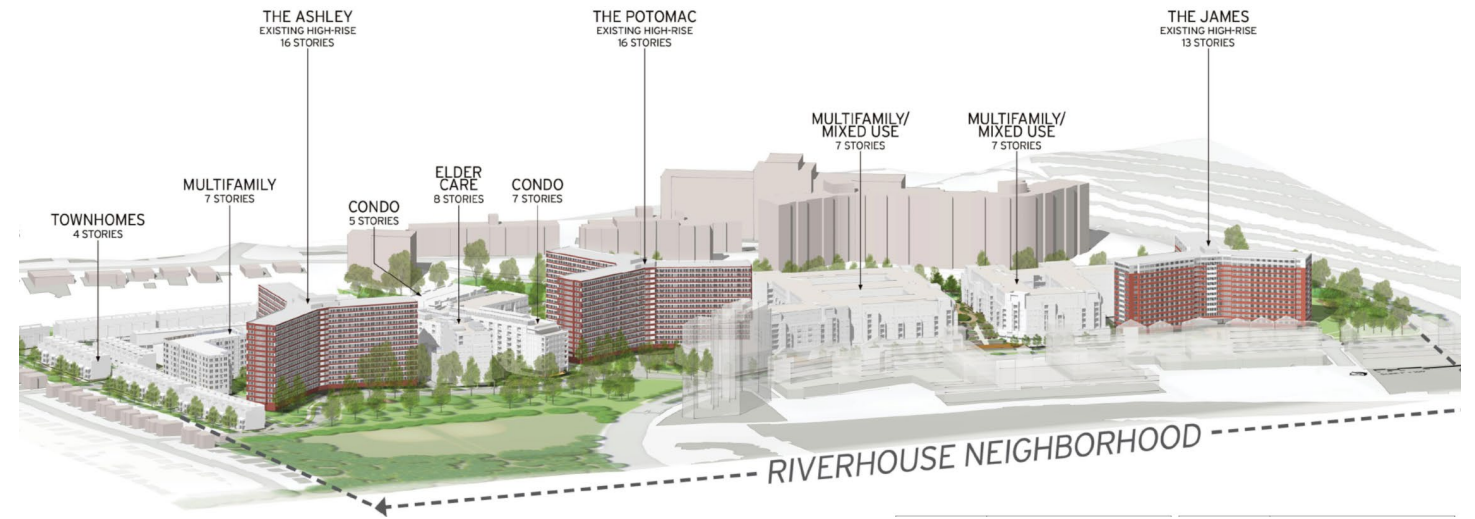
Phased Development Site Plan (SPLN23-00001)

Final Site Plans (SPLN23-00002, -00003, -00004)

(RPC#s 35-010-023, -032, -033)

Agenda

1. Biophilic design / tree canopy
2. Parks and plazas: process
3. Green Ribbon
4. Transportation
5. Sidewalks
6. Bikeways
7. Parking and loading
8. Recap/Summary



Pentagon City Sector Plan (PCSP) Development Framework



Pentagon City Development Framework

- Land Use and Development
- Site + Building Form
- **Public Space**
- **Transportation**

Public Space and Biophilia

Biophilic Design and Tree Canopy

PCSP Guidance:

- Biophilic design approach
 - Architectural and environmental design that prioritizes human connection with nature

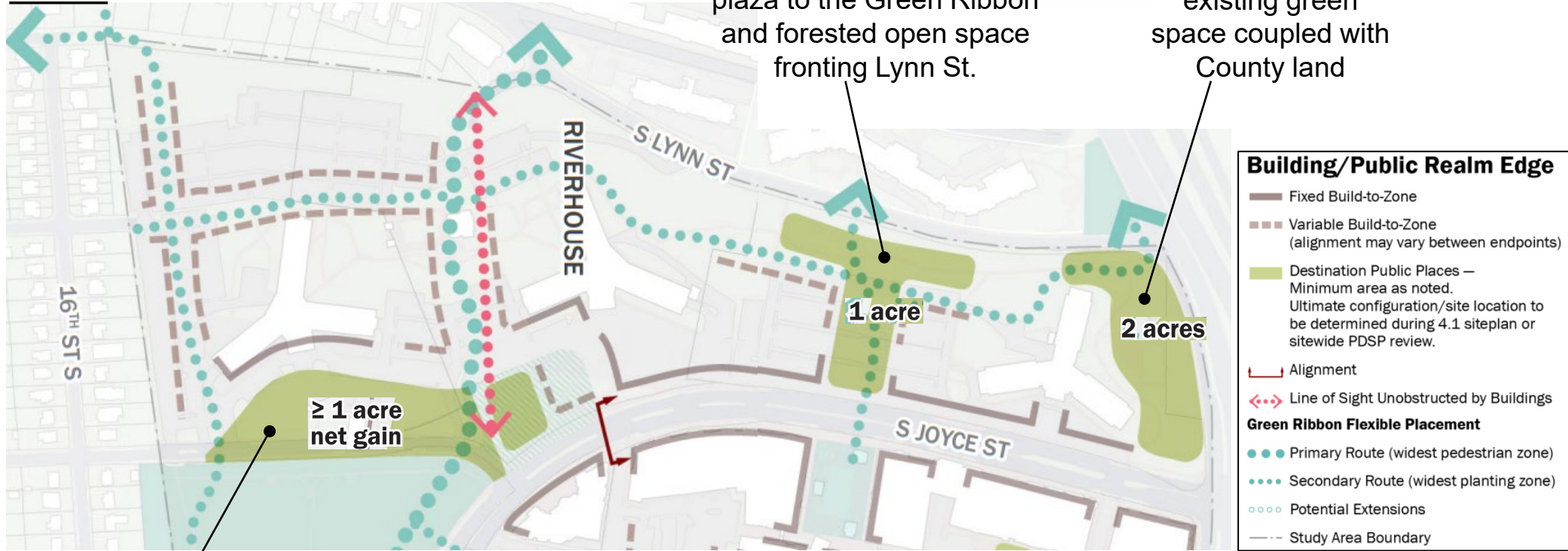
NATURE IN THE SPACE	NATURAL ANALOGUES	NATURE OF THE SPACE
<i>the direct integration and experience of nature in a space</i> visual + non-visual connection with nature ● non-rhythmic stimuli ● thermal + airflow variability ● presence of water ● dynamic + diffuse light ● connection with natural systems	<i>design that indirectly mimics or evokes nature</i> biomorphic forms + patterns ● material connection with nature ● complexity + order	<i>spatial configurations that create interest as they are experienced</i> prospect ● refuge ● mystery ● risk/peril

- Tree Canopy and planted areas:
 - Site-wide(Site coverage minimums):
 - 20% minimum tree canopy
 - 5% at- or near-grade planted surface
 - 5% additional vegetation
 - =30% TOTAL
 - Within public spaces:
 - <1 acre: provide at least 30% tree canopy
 - ≥1 acre: provide at least 40% tree canopy
 - Tree canopy zones along southern and western lot line transition areas:

Existing RiverHouse tree canopy should be preserved (generally 60 feet from western lot line and generally 40 feet from southern lot line)

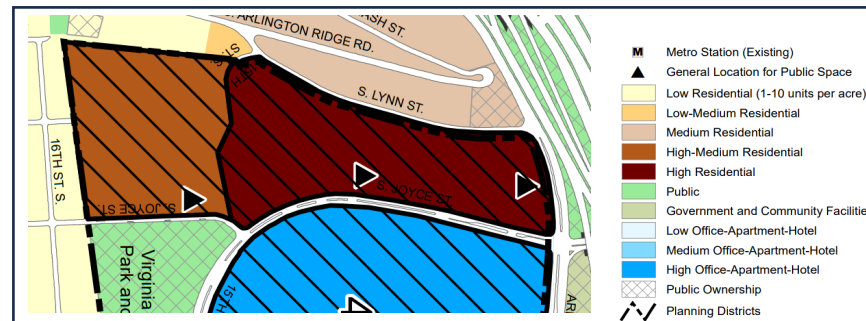
Parks and Plazas

PCSP



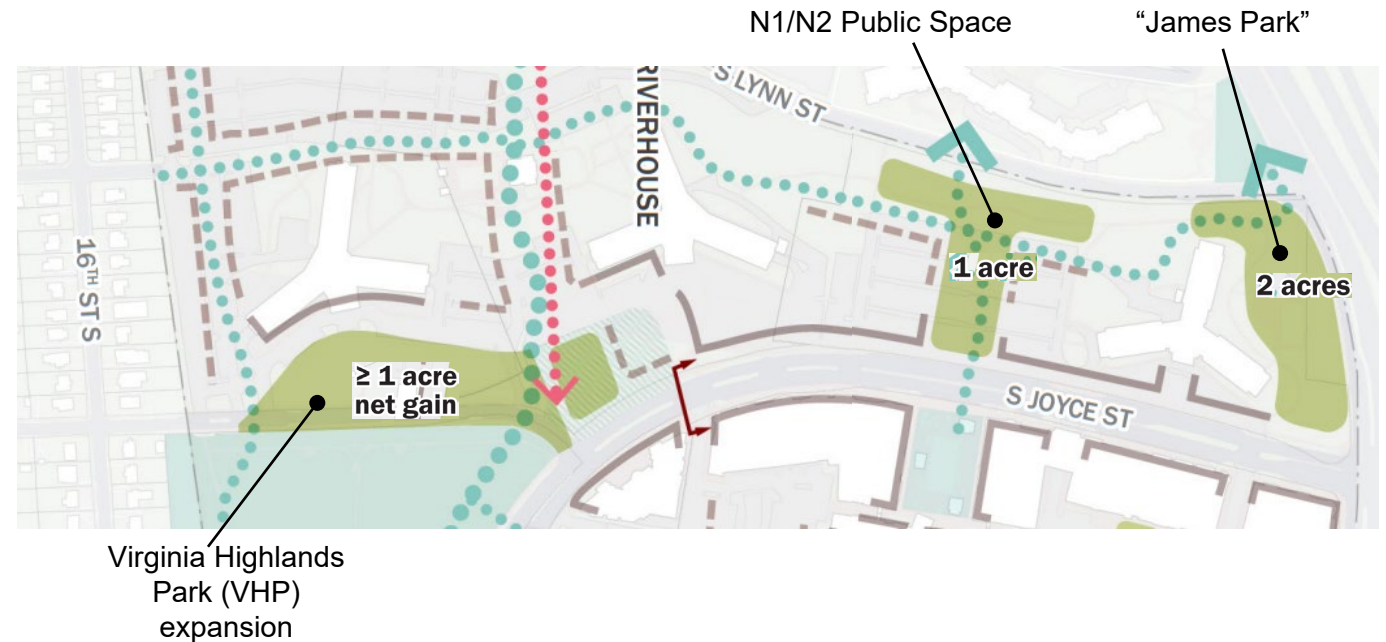
Virginia Highlands Park (VHP) expansion

GLUP Map



Parks and Plazas: Planning Process

- N1/N2 and “James Park”
 - Will be designed/planned via a separate park master planning process concurrent with SPRC; dates TBD
 - N1/N2 public space: Applicant would construct and dedicate a public easement
 - “James Park”: Applicant would provide fee dedication of land; County will construct
- VHP Expansion
 - Will have a separate park master planning process in the future, as determined by the Capital Improvement Plan (CIP)



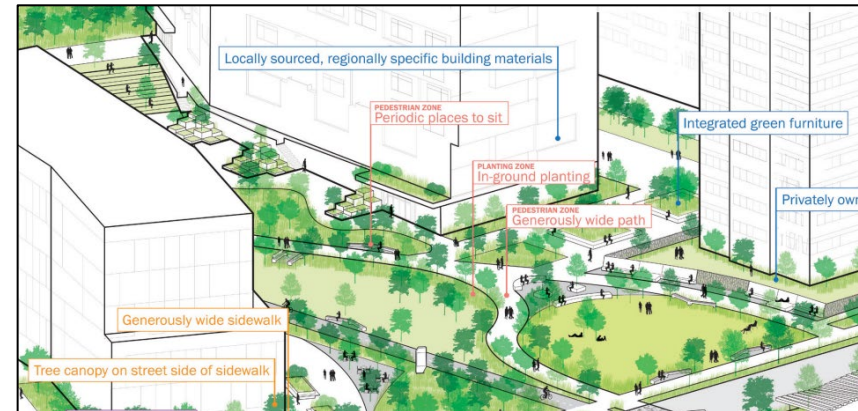
Please view staff presentation on Site + Building Form for analysis of impacts to the proposed N1/N2 Public Space

Green Ribbon: Design and Transportation Elements

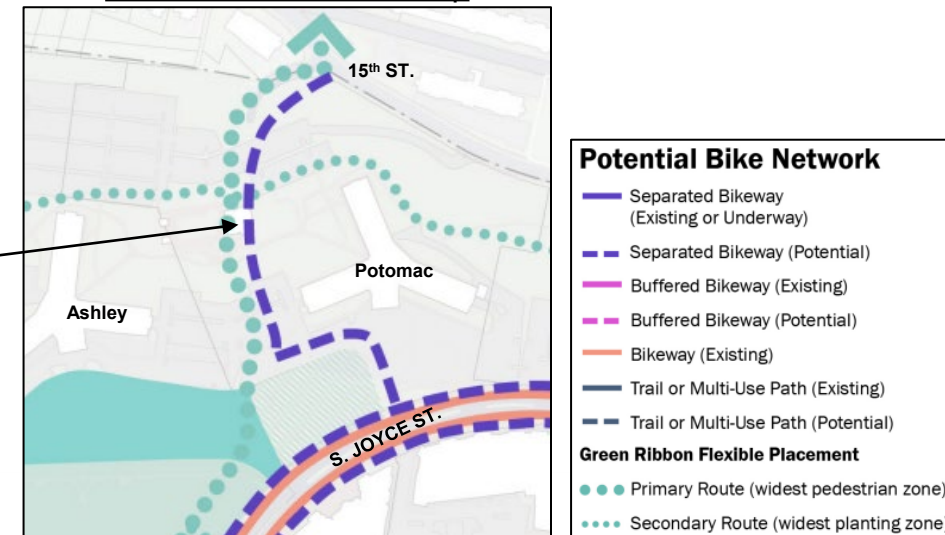
PCSP Guidance:

- A signature public space element **connecting all people in and around Pentagon City with park facilities and other destinations** in 22202 and beyond.
- **Consistently safe and inviting for all** users
- Tree canopy is prioritized wherever feasible
- **Minimize and provide safe street crossings**
- Design Guidelines:
 - Path widths:
 - 12 ft min. – Primary Routes
 - 8 ft min. – Secondary Routes
 - Planting zone widths:
 - 10 ft. – Secondary Routes
 - 4 ft. – Primary Routes
- **Separated bikeway route** to avoid conflicts with high-levels of pedestrian activity (along Primary Green Ribbon Route) (10 ft. width)
- The most important design element of the Green Ribbon across all sites is the **quality and continuity** of the connection—**ensuring sightlines, the pathway, and the experience are continuous, easy to navigate, and visible.**

PCSP: Illustrative Green Ribbon Rendering



PCSP: Bike Network Map



Proposal and Analysis: Key Issue Areas

Green Ribbon (Primary Route): Land Bay S Segment

Issue Areas

Proposal

Path compressed by building placement

Missing crosswalk and ADA ramps

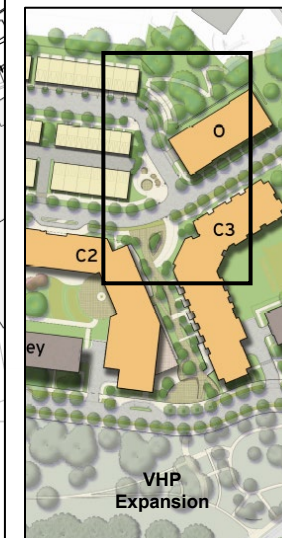
Multiple street crossings vs. minimal crossings

Path quality, visibility and continuity diminished by building/street placement

Path width only 8 ft. (vs. 12 ft. recommended)

No separated bike path throughout

Garage entrance conflict point



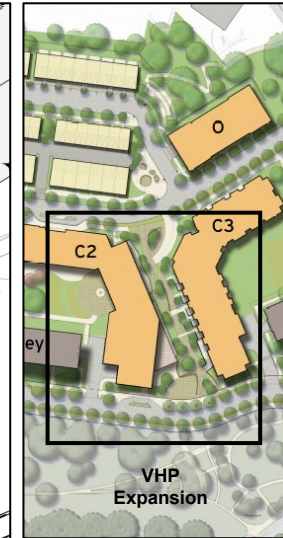
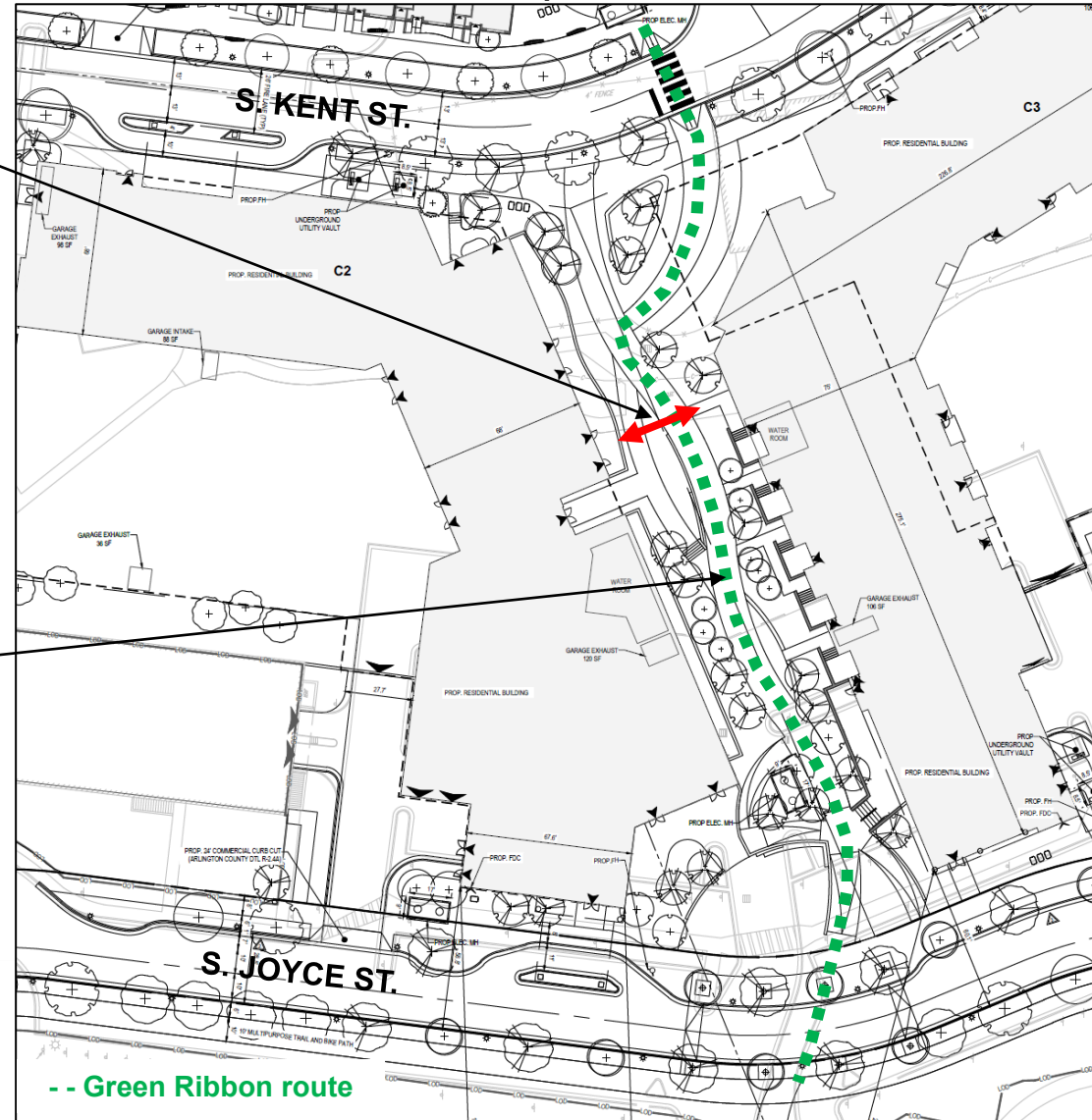
Green Ribbon (Primary Route): Land Bay C Segment Issue Areas

Proposal

Narrow corridor limits opportunity for wider paths and planting areas; accommodation of grade change

Separated bike path not provided

12-ft. width path for both bikes and peds. (vs. 18 ft. for combined use)



Transportation

PCSP: Key Transportation Guidance

Overall:

- 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
- Development of Pentagon City will **necessitate a greater mode shift** to accommodate more trips in modes other than single-occupant vehicles

Sidewalks:

- Clear sidewalk widths should be **8 ft. minimum**, along public streets
- **Sidewalks should be direct and continuous**

Bikes:

- S. Joyce Street: **two-way separated bikeway** from Army Navy Drive to S. Hayes Street

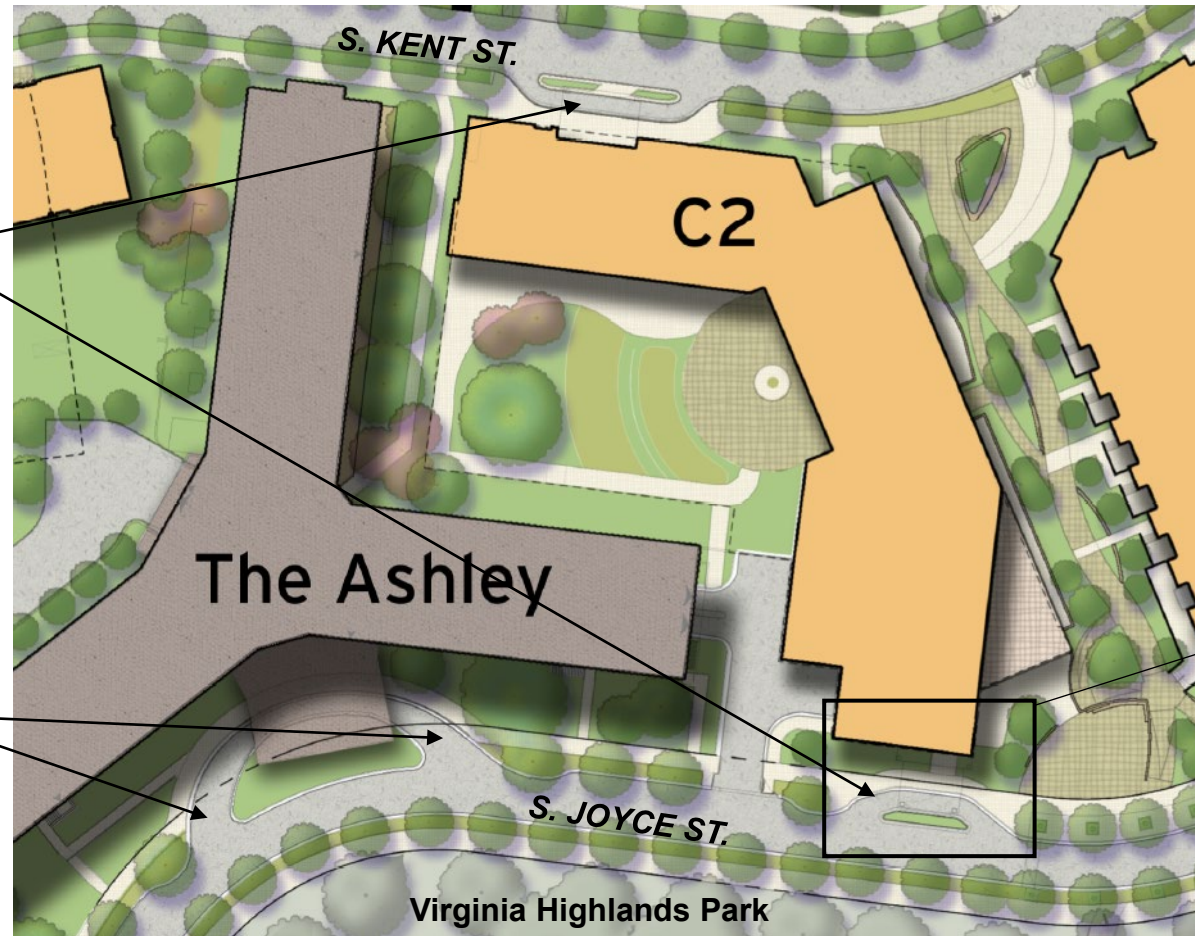
Parking and Servicing:

- Residential:
 - Recommended **minimum of 0.40 spaces per unit**, for market rate units
 - Parking **≥1.65 spaces per unit is excessive**; additional mitigation measures recommended
- Visitor:
 - **0.05 spaces per unit for the first 200 units** is required when seeking zoning modification to reduce parking
- Compact spaces: should not exceed **15%** of total spaces for a building
- Tandem spaces: are permitted but **do not count** towards required parking spaces, per the Zoning Ordinance
- Curb space on public streets / street easements is managed by the County; **cannot be used towards private off-street parking**
- Service access should be located in areas where its **presence is minimized on the main pedestrian networks**

Proposal and Analysis: Key Issue Areas

Land Bay C: Sidewalks; Porte-cochères

Proposal



Porte-cochères “privatize” sidewalks; disrupt sidewalk alignment

Inset parking and canopies that do not project into the street maybe acceptable alternatives

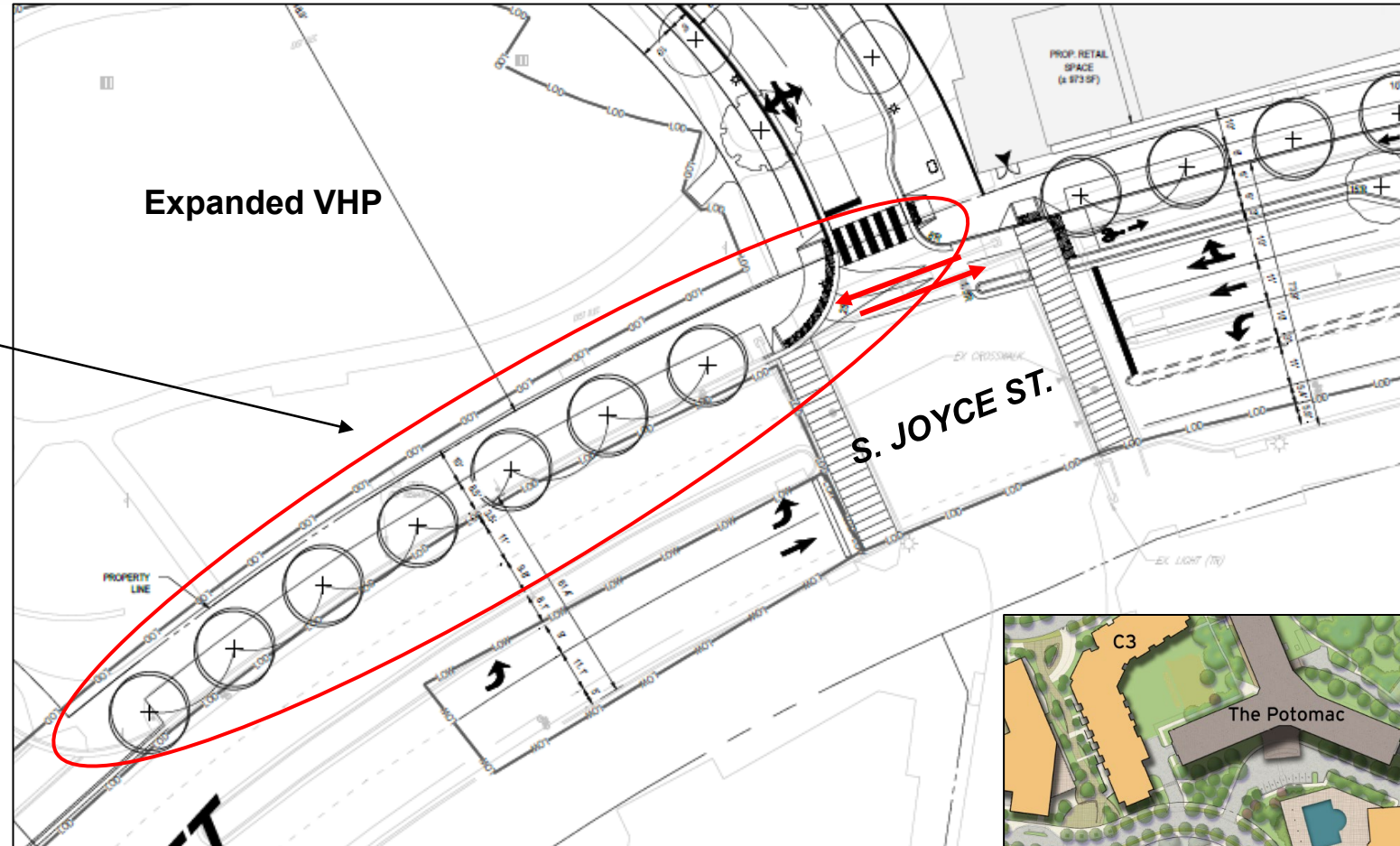
Sidewalk disrupted by existing layby; not continuous

Porte-cochère

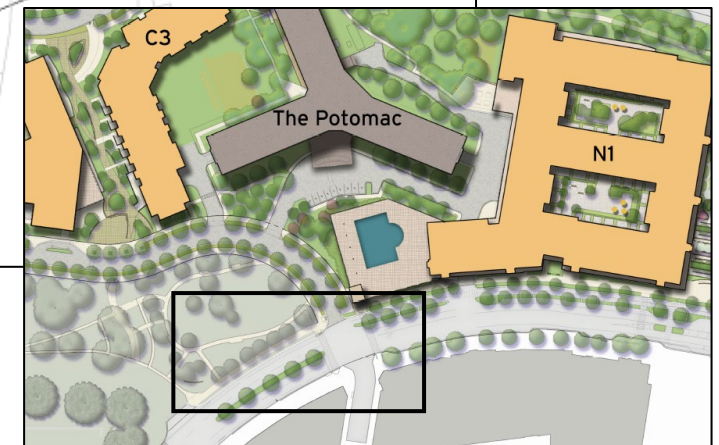


Separated Bikeway: South Joyce Street

Proposal



Improve connection or extend two-way bikeway along site frontage south/east of re-aligned Joyce Street to 15th Street



Proposed Parking and Loading

Parking									
Land Bay	Building	Res. Spaces Proposed	Res. Ratio	Req. Visitor Spaces (0.05 per 200 du)*	Retail Spaces Proposed	Retail Ratio	Compact Proposed	Compact Ratio	Total Spaces
PDSP	N/A	2028	0.64	77	32	1 per 898 sq. ft.	403	19%	2,137
N	James	233	0.52	10	0	0	N/A	N/A	243
	Potomac	341	0.53	10	N/A	N/A	N/A	N/A	351
	N1/N2	458	0.50	20	32	1 per 830 sq. ft.	292	32%	510
C	Ashley	345	0.60	10	N/A	N/A	N/A	N/A	355
	C1	45	0.44	6	N/A	N/A	11	8%	51
	C2	126	0.68	10	N/A	N/A	40	15%	136
	C3	246	1.52	9	N/A	N/A	60	24%	255
S	TH	202	1.71	0	N/A	N/A	0	0%	202
	O	32**	1.00	2	N/A	N/A	0	0%	34

*Visitor spaces in this column reflect Off-Street Parking Guidelines requirement, not necessarily applicant's proposal.

**Excludes 11 tandem spaces that do not meet zoning requirements

Loading			
Land Bay	Building	ACZO Req. Spaces	Proposed Spaces
N	James	3	3
	Potomac	4	3
	N1 – Residential	3	3
	N1 – Retail	2	2
	N2 – Residential	2	2
	N2 – Retail	1	1
C	Ashley	3	3
	C1	1	1
	C2	1	2
	C3	1	1

Analysis: Parking and Loading

Parking issues:

- High parking ratios (C3, O): undermine PCSP goals for reducing vehicular usage
- Compact parking over 15%: convert to standard spaces
- Applicant not providing off-street visitor spaces for existing buildings
- ADA spaces (Ashley): applicant to demonstrate appropriate location

Loading issues:

- O condominium (Land Bay S): no interior loading space provided
- Loading spaces for existing buildings: confirming locations/maneuvering

Recap

Summary: Preliminary Issues/Discussion Topics

PCSP Principles / Recommendations:

- Green Ribbon is a signature public space element **connecting all people** in and around Pentagon City **with park facilities** and other destinations
- Provide **generously wide** paths and planting zones
- **Clear sightlines and easy navigation** for pedestrians are the priority for all new access routes
- The most important design element of the Green Ribbon across all sites is the **quality and continuity** of the connection
- **Walking, biking, micromobility, and transit** should be the predominant means of travel

Overall, staff is working with the applicant to:

- Prioritize Green Ribbon design and opportunities to increase plantings
- Ensure Green Ribbon has appropriately wide paths, safer crossings, easier navigation, and reads as a public space for all
- Ensure appropriate bikeways and sidewalks are provided
- Ensure parking is allocated appropriately, while reducing dependency on cars

Example Survey Questions:

- **What types of amenities would you like to see in the N1/N2 public space and in “James park”?**
- **Do you have concerns about the Green Ribbon design or routing?**
- **Does the proposal adequately incorporate green spaces and biophilic design?**
- **Are the appropriate bike and pedestrian facilities provided?**

For more information visit:

Project webpage:

<https://www.arlingtonva.us/Government/Projects/Project-Types/Site-Plan/RiverHouse>

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