

SITE PLAN REVIEW COMMITTEE MEETING SUMMARY

1900 Crystal Drive - Residential (SP #56 & #421)
SPRC Meeting #2
November 14, 2019
SPRC Chairs: Stephen Hughes (Chair), Tenley Peterson (Co-Chair)

Walking Tour

The applicant led a site walking tour prior to this meeting.

Meeting Agenda

- 1.) Introductions
- 2.) Presentations
 - a.) Updates since the last SPRC (Applicant)
 - b.) Transportation (Applicant)
- 3.) SPRC Discussion
 - a.) Transportation
 - i.) Connections and Infrastructure
 - ii.) Parking
 - iii.) Loading/deliveries
 - d.) Final Thoughts
- 4.) Public Comment

Introduction

- The SPRC Chair provided a summary of the SPRC function and topics to be discussed and asked for introductions around the table.

Presentations

- The applicant provided a presentation covering updates to the project in response to staff and SPRC comments. This included additional renderings, unit mix and accessibility information, and changes to the Architectural Feature.
- The applicant also provided a presentation covering transportation facets of the project including: the street network, the pedestrian priority plaza, parking, loading, build-to lines, mass transit and bicycle facilities.

SPRC Discussion

Pedestrian Priority Plaza (woonerf)

- Can you define the characteristics of a shared street vs. pedestrian priority street?
- What is it that causes you to refer to it as a plaza?
- In the three examples you gave — were any of those truly shared streets or actually plazas?
- Why not curbless?
- In the event that you shut down the travel lanes, what would the impacts be?
- What are the peak trips for the shared streets?
- On level of service, did you look at the alternatives based on traffic vs. no traffic?
- Is this the only place on the site for pick-up and drop-off?
- I don't understand the pedestrian experience in the alley - can you explain?
- The tabletop will be flush with the west side stairs?
- Where would bike and scooter traffic be? What is the speed limit?
- Please clarify — will the shared environments be publicly owned or easement? Will they appear on the MTP?
- Staff would prefer to see a plaza?
- What is to prevent the cars from bleeding into the sidewalks in the alley or roundabout? Will there be lingering traffic?
- How do you communicate to drivers that this is a shared space? Are first responders able to get up the shared street?
- One possible function of the stairs is a bleacher — so the tabletop could be shaped to accommodate that function.
- How does someone with a disability get from the alley to the residential lobbies?
- I agree with staff that this should be a plaza.
- Where is the retail? I like shared streets - why didn't you use the Wharf as an example? I want to see more shared streets in the County.
- I like shared streets but I think this is too narrow. There's too much conflict. I'm inclined to think a plaza is a better use of the space.
- I agree with the previous comment — I would prefer to have a plaza.
- I align myself with staff on this – I prefer a plaza. I do want to compliment the applicant on the tabletop.
- I think this is better as pedestrian-only. But I do think there may be some design changes that would make sharing better.
- Crystal Park Condos are worried that a right turn into the woonerf would slow traffic on Crystal Drive. The other concern is drop-off or pick-up. I'm glad to hear staff discuss how that will be managed. However, the cars maybe crucial to the retail. Perhaps there could be a "pilot" conditioned, to test whether allowing cars in the space works.
- What is the length of the shared street?
- In New Zealand this idea was rolled out as a pilot. I like the lobbies opening where they are to support the retail.
- I think this street would work either way. My preference would be for there to not be cars there.

Parking

- Who owns the parking?
- How will people know where the bicycle parking is? Where will scooters be planned?
- I think it's a totally reasonable parking ratio. Covered visitor parking spaces would be a great amenity. I think the extra ramp is good.
- Is there a way to integrate a pick-up drop-off in the garage?

Loading and Deliveries

- Are busier times of year factored into your loading analysis?
- Are there monthly fluctuations in deliveries?
- Have we seen a view of what those docks look like?
- In the plan view at the tabletop: what size trucks are you showing?
- It would be good to see the auto-turns –please provide these.
- Can we get staff's reaction to the applicant's proposal?
- The concern is less residential but more retail in-and-out.

Build-to Lines

- On 20th Street, there's a 12.5 ft parking lane?
- Crystal Drive is often a mess. The County needs to look at traffic more comprehensively.
- We need to move forward as quick as possible to get bike lanes on 18th Street.
- We need to figure out solving traffic on Crystal Drive.
- I disagree that the MTP Element doesn't call for protected bike-lanes.
- I'm for having the maximum clear width on the sidewalk — increase them to 10 feet.

Final Thoughts

- I'm happy with parking ratio.
- I agree that testing whether the cars work on the woonerf is a good idea. I want a bigger clear zone on the sidewalks.
- Having a pedestrian-only plaza is better.
- I agree on a pedestrian-priority street
- I'm for pedestrian only on the woonerf. This is supposed to be the heart of Crystal City. So, having a grand entrance to the park is important. I want to see more of an architectural feature on the corner. I'm afraid of this setting a bad precedent.
- I like the idea of flexibility with the woonerf -- of allowing cars.
- I want to see a better architectural feature.
- I'd love to see more detail on the architectural feature. What are the projected number of people moving on the woonerf and alleys? I'm open to having cars.
- I would also like more detail on traffic/trips. I like having less parking
- The architecture is not distinctive enough on the corner. The South Tower looks too massive and flat. I think the shared street idea is very nice. I'm also happy to hear that there's an area-wide transportation study.

- We want to activate the retail; is there research to show whether having cars or not having cars matters?
- The table top is fantastic. The parking ratio is great. I hope staff can get comfortable with a protected bike lane on 18th Street. We have to figure out Crystal Drive.
- I'm in favor of keeping the woonerf car free to meet biophilic goals. I have some concerns about the limited amount of bike parking, and a scooter parking plan.

Public Comment

- I appreciate staff looking at bicycles and adding text to the report; let's look at curbs now; let's not wait for the whole zip code study; let's have the developer build it now. This area should have protected bike-lanes.