



ARLINGTON COUNTY, VIRGINIA

County Board Agenda Item
Meeting of July 10, 2010

DATE: June 30, 2010

SUBJECTS: Request to advertise public hearings by the Planning Commission and the County Board on the following:

- A. Adoption of the Crystal City Sector Plan 2050 (See Attachment 1);
- B. Amendments to the General Land Use Plan (GLUP) (See Attachments 2 and 3); and
- C. Amendments to the Master Transportation Plan (MTP), including the Street Typology Map, Bike and Trail Network Map, and Transit Network Map (See Attachments 4-10).

C. M. RECOMMENDATION:

Adopt attached resolution authorizing advertisement of public hearings by the Planning Commission and County Board on September 13, 2010, and September 25, 2010, respectively, on the following:

1. Adoption of the Crystal City Sector Plan 2050;
2. Amendments to the General Land Use Plan (GLUP); and
3. Amendments to the Master Transportation Plan (MTP), including the Street Typology Map, Bike and Trail Network Map, and Transit Network Map.

ISSUES: This is a request to advertise public hearings for the adoption of the Crystal City Sector Plan 2050, as well as related General Land Use Plan amendments and Master Transportation Plan amendments. The draft Sector Plan is continuing to undergo staff and

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stakeholder review. Staff will work to address all comments that are received prior to requesting County Board adoption of the Sector Plan and associated General Land Use Plan and Master Transportation Plan amendments.

SUMMARY: The Crystal City Sector Plan 2050 establishes an overall future vision for Crystal City and provides a planning framework that will enable the neighborhood to thrive in a post-BRAC (Base Realignment and Closure Commission) era. The Sector Plan addresses future land use, transportation, public open space, urban form and character, parking, sustainability, infrastructure financing, and other components to guide public and private reinvestment in Crystal City's built environment. The Sector Plan includes key strategies to:

- improve neighborhood form with guidelines for build-to parameters and enhanced sustainable urban design;
- mix land uses and create active street life to increase safety and walkability;
- improve accessibility, circulation, and wayfinding via a comprehensive and multimodal transportation network;
- create new and/or improve existing public open spaces as part of a network of diverse, usable, accessible and high-quality parks and plazas; and
- finance and implement improvements to the public infrastructure networks of streets, transit, and public open spaces needed to support growth in Crystal City.

The proposed General Land Use Plan and Master Transportation Plan amendments are consistent with the recommendations outlined in the proposed Sector Plan. If the County Board adopts the Sector Plan, the General Land Use Plan and Master Transportation Plan amendments would also be recommended for adoption in order to implement the Sector Plan's land use and transportation recommendations. If the County Board chooses not to adopt the proposed Sector Plan or adopts the Sector Plan with substantial revisions, refinements to the proposed General Land Use Plan and Master Transportation Plan amendments may be needed. As currently proposed, the General Land Use Plan amendments include changes to the map and booklet, whereas the proposed Master Transportation Plan amendments include changes to the street typology, bike and trail network, and transit network maps.

It is important to note that the request to advertise is the first step toward County Board consideration of the Sector Plan and related General Land Use Plan and Master Transportation Plan amendments, and that authorizing the advertisement does not imply that the County Board supports or plans to approve these elements.

BACKGROUND: To date, development in Crystal City has largely been guided by the County's General Land Use Plan and several Jefferson Davis Corridor policy, land use and zoning plans and studies completed in the 1960s and 1970s. Since the approval of the area's first site plan in 1961, more than 85 site plan buildings comprising nearly 25 million square feet of development have been completed in the Crystal City Metro Station area.

The County responded to the recommendations of the 2005 Base Realignment and Closure Commission by initiating a community process to develop a plan for Crystal City. The Commission's recommendations, which ultimately became law, are estimated to lead to the

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vacation of approximately 3.2 million square feet of office space in Crystal City, as a result of the relocation of approximately 13,000 Department of Defense (DoD) jobs being relocated by September 2011. These relocations are expected to reduce demand for leased office space in Crystal City, and could be compounded with the loss of any Arlington-based contractors that also choose to relocate and follow their contract work. With the pending decrease in employment, the local economy may also witness a reduced demand for hotel rooms, a weakening retail market, and a potential decline in associated tax revenues.

The principal objective of this community planning effort for Crystal City is to develop a plan that develops and advocates a future vision for Crystal City while helping to maintain and build upon Crystal City's role in supporting the County's overall economic health. In April 2006, the County Board appointed a community Task Force to guide the work of the staff and consultant team. The Task Force included residents of Crystal City and representatives of the Aurora Highlands civic association; local retail and office tenants; commercial property owners and developers; representatives from the Planning, Transportation, Economic Development and Park & Recreation Commissions and Commission for the Arts. The Task Force was generally charged to review and comment on the development of a Policy Framework and Illustrative Concept Plan, which was adopted by the County Board in December 2008.

Following their adoption, the Policy Framework and Illustrative Concept Plan provided the foundation for the preparation of a complete Crystal City Sector Plan document. The Sector Plan was drafted to be consistent with the elements adopted in December 2008, and to include supporting information where needed. The Long Range Planning Committee (LRPC) of the Planning Commission held a series of meetings to provide feedback on components of the draft Sector Plan. This review process was expanded to include former Crystal City Task Force members and additional representatives of other interested stakeholders, including representatives from Arlington Ridge Civic Association, the Housing Commission, and Environment and Energy Conservation Commission. Feedback gained through these discussions led to refinements in developing a final draft Crystal City Sector Plan, inclusive of recommended amendments to the General Land Use Plan and Master Transportation Plan.

DISCUSSION: Collectively, the proposed General Land Use Plan amendments, Master Transportation Plan amendments, and Crystal City Sector Plan communicate a comprehensive future vision for Crystal City and provide a policy and planning framework to implement this vision. The discussion of the Sector Plan as well as the associated amendments below are organized by the subject items and attachments noted above:

A. Crystal City Sector Plan 2050:

The Crystal City Sector Plan 2050 provides a preferred future vision for Crystal City as a complete, urban community. This vision includes a high-quality public realm with connected, accessible, and diversely programmed spaces, and a thorough mix of uses that will provide Crystal City with neighborhood activity 18 hours a day. The Sector Plan will serve as a policy guide for both short- and long-term revitalization and redevelopment efforts in the Crystal City area. The Sector Plan includes sector-specific planning recommendations, addressing aspects such as land use, transportation, public open spaces, building form and

architectural character, and infrastructure. The Sector Plan identifies action steps needed to achieve the vision through a series of specific implementation actions.

The proposed Crystal City Sector Plan 2050 is primarily based upon the Policy Framework and Illustrative Concept Plan elements of this Sector Plan, adopted by the County Board in December 2008. The adopted items include a vision statement, goals and objectives, policy directives, and illustrative concept plan, which were developed with guidance and input from the Crystal City Planning Task Force. In adopting these elements and establishing the fundamental recommendations of the Sector Plan, the County Board directed staff to create a complete Sector Plan document that is consistent with and supportive of the policy framework. The Sector Plan document that is the subject of this request to advertise has been developed with additional community input, and represents the culmination of this current planning effort for Crystal City.

The Proposed Sector Plan

The proposed Crystal City Sector Plan 2050 is presented in four chapters, organized according to the elements outlined below. Appendices to the Sector Plan include additional supporting information of a more technical nature.

Understanding Existing Conditions: The first chapter of the Sector Plan discusses the history of Crystal City and the surrounding area, anticipated growth in the region, analysis of the site vicinity, existing planning and zoning framework, and the current planning process for Crystal City. Crystal City is a multimodal transportation-oriented mixed-use area located near the center of a thriving Greater Washington Metropolitan Region. Current projections anticipate the addition of 1.2 million new jobs and 1.6 million new residents to this region by 2030. As an area that already has existing infrastructure and is widely accessible through a variety of transportation options, it was recognized early on that this planning process for Crystal City provided Arlington with an opportunity to respond to its responsibility to accommodate a portion of the region's future growth. Just as important, it was also recognized that if executed wisely and strategically, this planning effort could also help realize an array of rewards that would accompany the enhancement of Crystal City.

Policy Framework: The Policy Framework detailed in the second chapter of the Sector Plan consists of three distinct elements: the vision statement, goals and objectives, and policy directives. The adopted Policy Framework served as the foundation for preparing the complete Sector Plan document. The vision statement describes a future Crystal City that is a complete urban community, a place with high quality public open spaces, pedestrian friendly streets edged by street-level retail, unparalleled multi-modal transportation options, and a thorough mix of land and building uses for vibrant daytime and nighttime activity. The goals and objectives give further expression to the vision statement through the articulation of seven goals and supporting objectives. Finally, the policy directives comprise a series of text and graphics that serve as the major recommendations underlying the Sector Plan, each directed at helping to achieve the vision of the Sector Plan.

Crystal City Master Plan: The third chapter of the Sector Plan is titled the Crystal City Master Plan, which details the envisioned future of Crystal City and its preferred physical parameters. Through an iterative process, the master plan was developed to establish the planning parameters needed to guide future development so that it matches the spirit of the illustrative concept plan, also adopted by the County Board in December, 2008. Specific recommendations pertaining to land use, transportation, public open space, sustainability and green building practices, density and program, infrastructure, and other related topics are all addressed as part of the master plan. This chapter also includes design guidelines that communicate general objectives relating to preferred streetscape and building design and massing characteristics of the future built environment of Crystal City.

Implementation: The fourth and final chapter of the Sector Plan encompasses the future action items related to implementation, and details the proposed recommendations, time frames for accomplishment, agency or agencies responsible for implementation, the mechanism or mechanisms to help achieve the recommendation, and potential funding sources where applicable. The focus of this chapter is the identification of the more tangible actions that need to be undertaken to implement the Sector Plan, not to repeat every recommendation outlined elsewhere in the Sector Plan. The array of recommended implementation actions span the areas of land use and zoning, transportation, public open space, affordable housing, community building, environmental sustainability, and economic development.

B. General Land Use Plan (GLUP) Amendments:

If the County Board adopts the proposed Sector Plan, the proposed General Land Use Plan amendments would guide the revitalization of Crystal City as a complete, urban community, consistent with the Sector Plan's vision. These amendments include: the addition of a new General Land Use Plan map Note, revised land use category designations, general locations for open space, a revised boundary of the Crystal City Metro Station Area, and revised text on the back of the General Land Use Plan map and in the General Land Use Plan booklet (See Attachment 2). The following is an outline of the key elements of each proposed amendment, numbered according to their identifier in Attachment 2.

1. A new Note 1 is proposed in order to establish a mechanism within the General Land Use Plan for implementing the future vision for Crystal City. (Previously, Note 1 was removed from the General Land Use Plan map on February 25, 2006, and this new Note 1 would fill that vacancy rather than adding a new note to the end of the list). New Note 1 would establish the "Crystal City Coordinated Redevelopment District" (CCCRD), consistent with the study area for the Sector Plan. All properties within the boundaries of this district would be eligible for special regulations and incentives recommended in the Crystal City Sector Plan and would be subject to special design guidelines. Correspondingly, a paragraph would also be added under Special Planning Areas on the General Land Use Plan describing the vision, goals, and objectives for the proposed district. Therefore, staff recommends that Note 1 be created as follows:

1. This area was designated the “Crystal City Coordinated Redevelopment District” on 09/25/10.
2. The proposed General Land Use Plan amendment redesignates the area east of Crystal Drive between 12th Street S. and the Airport Viaduct (Virginia Route 233) from 1/3 “Medium” Residential and 2/3 “Low” Office-Apartment-Hotel to “Low” Office-Apartment-Hotel. The land use mix recommendations in the Sector Plan make the striping pattern unnecessary.
3. The proposed General Land Use Plan amendment redesignates the area bounded by Jefferson Davis Highway, Crystal Drive, 12th Street S., and the Airport Viaduct from 4/7 “High” Residential and 3/7 “High” Office-Apartment-Hotel to “High” Office-Apartment-Hotel. The land use mix recommendations in the Sector Plan make the striping pattern unnecessary.
4. The proposed General Land Use Plan amendment redesignates the area bounded by Jefferson Davis Highway, Crystal Drive, the Airport Viaduct, and property just south of 27th Street from 5/7 “High” Residential and 2/7 “High” Office-Apartment-Hotel to “High” Office-Apartment-Hotel. The land use mix recommendations in the Sector Plan make the striping pattern unnecessary.
5. The proposed General Land Use Plan amendment redesignates the area bounded by Jefferson Davis Highway, S. Eads St., Army Navy Dr., and a line approximately 150 feet north of 27th Street S. from “High” Residential and “Public” to “High” Office-Apartment-Hotel. This amendment would allow for a greater mix of uses, including office, consistent with the Sector Plan. The property currently designated “Public” is the federal government-owned land underlying the Airport Viaduct access ramps serving the southbound lanes of Jefferson Davis Highway.
6. General Location for Open Space symbols indicate the recommended public open space locations proposed in the Sector Plan. The twenty-six locations are generally depicted on Attachment 3.
7. The proposed General Land Use Plan amendment revises the boundary of the Crystal City Metro Station Area depicted on the back of the General Land Use Plan map. The proposed revisions expand the boundary to include the properties between S. Eads St. and S. Fern St. that front the south side of 23rd Street S., given their inclusion within the Sector Plan study area.
8. The proposed General Land Use Plan amendment specifies several modifications to the General Land Use Plan text, including: text changes to the Jefferson Davis Corridor summary on the back of the General Land Use Plan map; text changes to the description in both the Crystal City/Crystal Park box on the back of the General Land Use Plan map and in the Crystal City/Crystal Park narrative in the General Land Use Plan booklet, within the section on special planning areas. The proposed amendment, which reflects the

most current thinking for the subject area of the Sector Plan, would change the current General Land Use Plan text with the following additions and deletions:

Proposed Changes to Jefferson Davis Corridor summary (back of GLUP map):

Jefferson Davis Corridor

(Add the following new text after the last paragraph in the summary that ends "...will take approximately 15 to 20 years.")

"In 2005, the Base Realignment and Closure Commission (BRAC) called for the relocation of 17,000 U.S. Department of Defense jobs and the vacation of the associated 4.2 million square feet of office space out of Arlington onto nearby military spaces. As the largest impact in Arlington would be in Crystal City, a formal planning process for the revitalization of Crystal City was initiated. As a result of this multi-year planning process a comprehensive vision and goals for future growth in Crystal City were established and in 2010 the County Board adopted the Crystal City Sector Plan, 2050. At this time, the General Land Use Plan was amended to show the boundaries of the Crystal City Coordinated Redevelopment District. The area east of Crystal Drive from 12th Street South to the Airport Viaduct that was previously a mix of "Medium" Residential and "Low" Office-Apartment-Hotel was changed to all "Low" Office-Apartment-Hotel. The area east of Jefferson Davis Highway and west of Crystal Drive previously striped "High" Residential and "High" Office-Apartment-Hotel was revised to all "High" Office-Apartment-Hotel. Lastly, the area bounded by Jefferson Davis Highway, South Eads Street, Army Navy Drive and a line level with the northeast corner of Eads Park that is currently a mix of "High" Residential and "Public" was amended to all "High" Office-Apartment-Hotel. West of Eads Street no changes were made to the GLUP designations, but the Metro Station Area boundary was expanded to include the properties between South Eads Street and South Fern Street that front the south side of 23rd Street South. Previously the striping on the General Land Use Plan indicated the preferred percentages of land uses. However, as of 2010, the adopted Sector Plan provides guidance on the desired use mix."

Proposed Changes to Crystal City/Crystal Park Text Box (back of GLUP map):

Crystal City/Crystal Park

Adopted Plan: The General Land Use Plan uses striping patterns for high-density office-apartment-hotel and high-density residential development to indicate the desired mix of uses in Crystal City, and low-density office-apartment-hotel and medium residential uses in Crystal Park. Crystal City Sector Plan 2050 (2010).

Station Area Concept: Major employment center with significant office and hotel development, and supporting residential and retail development. A place where the existing multimodal transportation network will provide enhanced access and mobility with improved surface transit service and a more pedestrian-friendly urban street

network; streets and public spaces are lined with active retail and civic spaces; upper story uses provide a Class A office environment and expanded array of residential offerings; and its sense of place will be strengthened through high-quality architecture, open spaces, streetscape treatments, and public art.

Plan Features:

- Major employment center with an estimated daytime population of 46,500 in 1990, and projected to reach 56,000 by the year 2000
- Coordinated urban design and signage
- Intensive office and hotel development
- Substantial retail uses including Crystal Underground shopping mall
- Easy access to an expanded National Airport and Washington, D.C. via Metro.
- Create a high quality public realm that strengthens the sense of place.
- Provide a mix of uses by balancing office, residential, retail, cultural and civic uses among several defined neighborhood centers.
- Relate architectural and urban design to the human scale.
- Enhance multimodal access and connectivity.
- Incorporate sustainable and green building principles into all urban and architectural design.
- Preserve the integrity of the single-family neighborhood to the west.
- Ensure Crystal City's long-term economic sustainability.

Special Planning Districts: None Crystal City Coordinated Redevelopment District.

Neighborhood Conservation Plan Areas: Aurora Highlands (Plan accepted 1970 and updated 2008); Arlington Ridge (Plan accepted 1973).

Proposed Changes to Crystal City/Crystal Park Narrative (in the GLUP booklet):

Crystal City/Crystal Park

Between 1968 and 1977, a series of plans and studies were developed in an effort to provide a unified long-range planning approach to redevelopment in the Jefferson Davis Corridor for Crystal City and Pentagon City. These plans included the Jefferson Davis Corridor Policy Plan (1968), the Five Year Plan for the Jefferson Davis Corridor (1973), and the Jefferson Davis Corridor: Recommended General Land Use Plan (1977) and the Crystal City Sector Plan 2050 (2010).

Since In 1974, striping patterns have been were placed on the General Land Use Plan for this corridor with the width of stripes indicating percentage of uses. The area east of Jefferson Davis Highway and north of the Airport Viaduct has been was designated for four sevenths "High" Residential and three-sevenths "High" Office Apartment Hotel development. South of the Airport Viaduct, the pattern indicateds five-sevenths "High" Residential and two sevenths "High" Office Apartment Hotel use.

In 2005, the Base Realignment and Closure Commission (BRAC) called for the relocation of 17,000 U.S. Department of Defense jobs out of Arlington onto nearby military spaces and the vacation of the associated 4.2 million square feet of office space. As the largest impact of Base Realignment and Closure in Arlington would be in Crystal City, a formal planning process for the revitalization of Crystal City was initiated. As a result of this multi-year planning process a comprehensive vision and goals for future growth in Crystal City were established and in 2010 the County Board adopted the Crystal City Sector Plan 2050. At this time, the General Land Use Plan was amended to show the boundaries of the Crystal City Coordinated Redevelopment District. In addition to the special district, the General Land Use Plan for the area east of Crystal Drive from 12th Street South to the Airport Viaduct was changed to “Low” Office-Apartment-Hotel; the area east of Jefferson Davis Highway and west of Crystal Drive was changed to “High” Office-Apartment-Hotel; and lastly, the area bounded by Jefferson Davis Highway, South Eads Street, Army Navy Drive and a line level with the northeast corner of Eads Park was changed to “High” Office-Apartment-Hotel. Previously the striping on the General Land Use Plan indicated the preferred percentages of land uses. However, as of 2010, the adopted Sector Plan provides guidance on the desired use mix.

Vision:

With its close proximity to the Potomac River overlooking the nation’s monuments, Crystal City today offers an established office, hotel, residential, and retail mixed-use environment accessible via its extraordinary transportation network comprised of: rail and bus transit; streets and sidewalks; interior public walkways connecting to transit (and in targeted areas, lined with restaurants, local retailers, and neighborhood services); bicycle trails; regional connectors; and National Airport. In the future, as Crystal City grows along with the region it will be enhanced with improved surface transit service and a more functional and pedestrian-friendly urban street network lined with active retail and civic spaces. Crystal City’s future physical character will include enhanced upper-story uses that provide a Class A office environment and expand the array of residential offerings in the neighborhood. Crystal City’s “sense of place” will be strengthened by providing additional attractive and safe civic, cultural, retail, recreational, and community uses and by defining distinct neighborhoods through high-quality architecture, open spaces, streetscape designs, and public art. Residents, visitors, and workers, alike will all benefit from Crystal City’s smart growth policies, improved land use and transportation connections, and enhanced quality of life.

Goals:

- Create a high quality public realm that strengthens the sense of place.
- Provide a mix of uses by balancing office, residential, retail, cultural and civic uses among several defined neighborhood centers.
- Relate architectural and urban design to the human scale.
- Enhance multimodal access and connectivity.
- Incorporate sustainable and green building principles into all urban and architectural design.

- Preserve the integrity of the single-family neighborhoods to the west.
- Ensure Crystal City's long-term economic sustainability.

Crystal City Coordinated Redevelopment District

On September 25, 2010, the County Board established the "Crystal City Coordinated Redevelopment District." The purposes of this district are to encourage the physical redevelopment of Crystal City in a way that transforms the neighborhood into a vibrant mixed-use area with a greatly enhanced public realm, and to allow the area to thrive in a post-Base Realignment and Closure era. Many of Crystal City's earliest buildings are approaching 40 to 50 years in age, and a time will soon come when their owners will need to choose between renovating and redeveloping these properties to stay competitive in the regional market. The guidance provided in the Crystal City Sector Plan clearly prefers gradual redevelopment, with the integration of new high-quality mixed-use development to foster the transformation of the neighborhood's streets, sidewalks, and public open spaces.

Through the special exception process, site plan development in Crystal City typically may be allowed up to density levels consistent with those depicted on the General Land Use Plan. In many locations, the Sector Plan envisions densities above and beyond the maximum planned densities associated with the office-apartment-hotel and residential designations on the General Land Use Plan. The establishment of the Crystal City Coordinated Redevelopment District communicates the General Land Use Plan's vision for additional density within the District, consistent with the Sector Plan. All properties within the boundaries of this District would be eligible for special regulations and incentives recommended in the Crystal City Sector Plan and would be subject to special design guidelines. Following adoption of the Sector Plan, future amendments to the Zoning Ordinance will provide an additional implementation tool allowing the physical build out of additional density envisioned for the area within the Crystal City Coordinated Redevelopment District.

C. Master Transportation Plan (MTP) Amendments:

The Master Transportation Plan promotes effective travel and accessibility for the County's residents, workers, and visitors, and it provides a policy framework to guide the development of projects and programs, advance the County's goals and objectives, and help direct investment. The proposed amendments will ensure consistency between the Master Transportation Plan and the Crystal City Sector Plan regarding the future transportation infrastructure and conditions envisioned in the area. The Master Transportation Plan amendments include: changes to the network and typology of street segments shown on the Street Typology map; changes to the Bike and Trail Network map; and changes to the Transit Network map (See Attachments 4-10).

Master Transportation Plan, Street Network

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The street network is where most transportation modes interface with one another and where every element of transportation must be addressed and accommodated – pedestrians, transit, bicycles, passenger vehicles, trucks and parking. Streets are where the public and private realms interface. The Master Transportation Plan map, when it was adopted in December 2007, envisioned that new streets would be added to the existing Crystal City street network and designated most of the Crystal City as an “area planned for new streets”, although specific streets had not been identified on the map. The proposed transportation network for Crystal City will divide the existing superblocks into a series of smaller blocks by introducing new east/west streets at strategic locations.

To help accommodate planned growth in Crystal City, Master Transportation Plan amendments are proposed to incorporate the reconfigured street network envisioned in the Sector Plan. Amendments to the Street Typology Map are recommended to reflect the desired street network that would result from various actions: creation of new street segments, relocation of existing street segments, or removal of existing street segments. A complete list of the proposed Master Transportation Plan amendments relating to street network is listed in Attachments 4 and 5. The proposed amendments annotated on the existing Master Transportation Plan map base depicted in Attachment 5 are illustrated graphically in the Street Typology Map (Figure 3.6.6) of the draft Crystal City Sector Plan. Upon their adoption, these proposed amendments would be reflected through the next round of updates to the Master Transportation Plan map.

The proposed amendments will help accomplish several goals proposed in the Sector Plan. Road relocations, as in the case of Clark-Bell Street between 20th and 27th Streets, will allow for a more uniform street grid network, normalized intersections with more regular spacing, and better wayfinding. The addition of new street segments will improve connectivity, circulation and accessibility throughout the area, breaking down the pattern of superblocks that have evolved in Crystal City over the decades and moving towards a more refined scale of buildings and blocks. Also, in some instances, new street segments created out of existing service driveways will help achieve the goal of strengthening the integrity of the public realm. Finally, the removal of existing street segments, such as the elevated portions of Clark-Bell Street, along with other improvements will simplify the urban grid and allow for the creation of new building development sites at strategic locations.

Master Transportation Plan, Street Typology

The street typology gives physical form to urban places. It bounds the private realm (buildings and other development) while at the same time defining spaces for pedestrians, bicycles, transit, landscaping and vehicles, both parked and moving. In the overall street system of a city or neighborhood, streets perform different functions and all travel modes can be accommodated. In 2007, the Master Transportation Plan was updated to establish a new arterial street typology to further define the existing functional classification system. The purpose of using a new typology is to better address the type of street function, such as framing building lots, setting block lengths, providing public space, and accommodating public transit, bicycle and pedestrian travel. For additional detail on the impact of the redesignations proposed below, please refer to the Arlington County Master Transportation Plan.

There are a number of locations where the existing street typology does not match the typology recommended in the Sector Plan, and therefore their typologies should be redesignated in accordance with the Sector Plan's recommendations. A complete list of the proposed Master Transportation Plan amendments relating to street typology is illustrated in Attachments 6 and 7. The proposed amendments annotated on the existing Master Transportation Plan map base depicted in Attachment 7 are illustrated graphically in the Street Typology Map (Figure 3.6.6) of the draft Crystal City Sector Plan. Upon their adoption, these proposed amendments would be reflected through the next round of updates to the Master Transportation Plan map.

MTP Bike and Trail Network

Crystal City has an existing bike and trail network to Reagan National Airport. In addition, Crystal City is well-served by the regional bikeway and trail network. The Mount Vernon Trail runs west of Crystal City along the George Washington Memorial Parkway and the Four Mile Run Trail is south of Crystal City along the Four Mile Run stream. To improve accommodations for pedestrians and bicyclists as Crystal City develops over the Sector Plan lifecycle, a number of new and improved facilities are recommended. A complete list of the proposed Master Transportation Plan amendments relating to the Bike and Trail Network is illustrated in Attachments 8 and 9.

Master Transportation Plan, Transit Network

Public transit facilities and services have long been a cornerstone of the Arlington County transportation network. An effective transit system is critical to meet the mobility needs of Arlington's population, facilitate continued development and support a high quality of life. The Sector Plan embraces the need to invest in transit projects that make the most efficient use of its transportation network. Crystal City is well positioned in the metropolitan area with regard to transit connectivity and services. The area has easy access to Virginia Railway Express (VRE), Metrorail and bus services and in the future will benefit from the completion of the Crystal City/Potomac Yard Transitway. The development of the transitway will extend the reach of Metro and Virginia Railway Express services and will improve local mobility.

The Crystal City/Potomac Yard Transitway is a joint project by Arlington County and the City of Alexandria with the goal of providing a high capacity and high quality surface transit system in the five mile corridor between the Pentagon and Pentagon City and the Braddock Road Metrorail Station. The transitway will operate initially with buses, with planned conversion to streetcar service, at least within Arlington County. The proposed system would connect with the Columbia Pike streetcar in Pentagon City area via 12th Street.

The existing transit options within Crystal City will be maintained and enhanced via this Sector Plan. Transit options should include commuter-oriented services, off-peak services, and cross-county connections. The connections between transit services within Crystal City and throughout the County as well as connections to other modes of transportation should be convenient, easily understandable, and efficient. To support future travel demand growth within Crystal City and maintain a high level of transit service the Sector Plan recommends a comprehensive set of additional services and recommendations, including the proposal for a

intermodal facility located at 18th Street and Clark-Bell Street. A complete list of the proposed Master Transportation Plan amendments relating to the Transit Network is illustrated in Attachment 10.

Community Process and Key Areas of Interest:

The Crystal City Sector Plan process included extensive community input, beginning with the first task force meeting in October 2006. Thirty-five task force meetings were convened, including a weeklong design charrette and two community forums. Also, 36 meetings and discussions with other advisory commissions and stakeholder groups garnered additional feedback. After the adoption of the Policy Framework and Illustrative Concept Plan, the Long Range Planning Committee of the Planning Commission, including other participants, led the review of the first Sector Plan draft in 2009. Substantive feedback from these meetings is presented in Attachment 11, along with staff responses and proposed Sector Plan changes. Listed below are brief synopses of the more substantive items brought up in these and other meetings, along with descriptions of how they've been addressed.

Additional Context on Surrounding Areas: During meeting discussions, participants commented on the limited discussion on the areas surrounding Crystal City. The concept of that portion of Arlington south of Interstate 395 functioning as a singular community was identified as a point missing from the Sector Plan narrative. Furthermore, the benefits and potential improvements to frequently used pedestrian corridors and other connections between Crystal City and surrounding neighborhoods were suggested to be missing from the draft. In response, the existing conditions section of the Sector Plan has been expanded with a more detailed assessment of the context surrounding Crystal City, along with supporting graphics.

Traffic Impact Monitoring and Mitigation: A concern often raised throughout the process related to the potential for adverse traffic impacts resulting from redevelopment in Crystal City. A multimodal transportation study was prepared as a supporting analysis to the planning process, and projected that with strategic improvements, the area's transportation infrastructure would be able to adequately accommodate planned growth. Conversion of streets to two-way travel, creation of new street segments, key intersection improvements, establishment of Crystal City/Potomac Yard streetcar project, and robust Transportation Demand Management programs that encourage alternative modes of transportation will collectively help limit additional demands placed on the local infrastructure network as a result of Crystal City's growth. The County will continue regular periodic monitoring of transportation impacts that may occur in Crystal City and the surrounding neighborhoods, and implement mitigation measures as needed. Periodic monitoring of vehicular traffic volumes, speeds, and accidents in Crystal City and adjacent neighborhoods should be continued into the future as part of the County's regular traffic data collection program to monitor any potential changes in travel patterns that may occur over time. In instances where traffic pattern changes significantly reduce safety, mitigation and other necessary improvements will be considered for implementation. The County will use the guidelines within the Neighborhood Traffic Calming (NTC) Manual for any possible traffic calming projects on neighborhood streets. The Sector Plan directs traffic to major arterials to avoid

street designs that increase cut through traffic into adjacent single-family neighborhoods should prevent or limit any resulting notable changes in traffic patterns.

Flexibility in Building Heights for Select Sites: While the Sector Plan results in increases in planned buildings heights in many areas of Crystal City, there are locations where planned heights are reduced in order to establish better transitions to adjacent residential neighborhoods to the west. In a few instances, existing buildings have been approved and built through the special exception site plan process at heights that exceed those now proposed in the Sector Plan, including the Holiday Inn hotel, Crystal House apartments, and Crystal Towers apartments. Depending on factors such as site area, depth, configuration, and building program, redevelopment in accordance with the lesser building heights could face serious economic feasibility challenges. To address this unintended consequence, staff conducted additional study on whether properties where existing buildings previously approved by site plan exceed the proposed Sector Plan heights should have more flexibility but still provide appropriate transition, within certain limits.

As a result, staff has included additional language in the Sector Plan that would provide up to an additional 25 feet or 40 feet, where planned maximum building heights are \leq 60 feet or \geq 75 feet, respectively, or, where sites have split maximum height designations in both categories, up to an additional 65 feet could be allowed on the portion where planned maximum buildings heights are \geq 75 feet. Additionally, in no case should the heights of proposed buildings exceed the heights of the existing site plan buildings being replaced. Although flexibility with the relative depth of the specific height limit zones was raised as an additional issue by one of the impacted property owners, the intent to not codify the depths of such zones inherently builds-in a level of flexibility, which should address this concern. Given their adjacencies, concepts were shared with Aurora Highlands and Arlington Ridge civic associations. While not materially opposed to the idea, both groups preferred to limit this type of flexibility to the Holiday Inn site only, to consider flexibility only for retention of hotel uses on the site, and to ensure new development has a positive impact on Eads Street frontage.

Building Heights and the Federal Aviation Administration: The relationship between increased building height in Crystal City and Reagan National Airport and any potential issues was a frequently raised question. To address this, the County and Federal Aviation Administration together evaluated the potential impacts of the Sector Plan on regional airspace and operations. The evaluation focused on three five-year build out increments, as this timeframe was agreed to be the most pertinent in identifying any potential impacts and mitigations. Generally, the additional height of buildings anticipated before 2015 would not meaningfully impact airspace operations, and the buildings anticipated by 2025 would require radar track fusion technology, an initiative being pursued for the airport in the near-term. The analysis's full results are chronicled in a Feasibility Study report (located in the Sector Plan appendices), which will inform the future review of individual buildings.

Design Guidelines and Added Flexibility: Proposed design guidelines in the first draft of the Sector Plan communicated general preferences for streetscape and building massing and design characteristics. Through related discussions, several concerns with the building

setback profile components of the guidelines were raised. The primary concern was the recommended upper level, tower setbacks above 110 feet for all building street frontages, and the cumulative impact they could have on yielding unmarketable floor plate sizes in upper building floors. The potential for a uniform and monotonous skyline resulting from the guidelines was another concern. In response, this portion of the guidelines has been reframed to be less prescriptive and more performance-based. The revised guidelines recognize the potential appropriateness of both multiple setback and single setback approaches, and allow for and encourage greater creativity in the architecture and urban design of future buildings.

Addressing Community Services and Facilities (including Schools): The matter of planning for community services and facilities was a widely discussed topic at related Long Range Planning Commission meetings. Naturally, adequate access to such services or facilities is critical to achieving the goal of a complete, urban community. In developing the Sector Plan, conversations were held with a number of community and cultural service providers to understand their outlook and potential needs to adequately serve a growing Crystal City area. Narratives are provided in the Sector Plan that briefly encapsulate the most pressing needs of these providers (if any) and propose potential strategies to address such needs. In the potential siting of any facilities that are determined necessary in the future, the Phased Development Site Plan approach to planning and approving development at the block level will provide the opportunity to have discussions on how such facilities could be accommodated in a particular area. In addition, community feedback suggested that at a minimum, projections for additional school-age children generated by development in Crystal City should be included. These comments have been addressed through a number of refinements to the community services section of the Sector Plan.

New Ball Street Connection between 10th and 12th Streets: The proposed Sector Plan envisions a new segment of Ball Street connecting 10th and 12th Streets in Crystal City's north end. In light of an existing stand of mature trees, inquiries have questioned the necessity for this new segment and what type of form it could take. As opposed to having a pedestrian-only or no connection at all, adding a complete street segment at this location will improve access and loading for nearby development. Without a typical cross-section for this connection in the Sector Plan, there is flexibility in the ultimate design and curb-to-curb width of the street, which will vary depending on the inclusion of on-street parking lanes. This street is envisioned in the Sector Plan as a low speed, low volume local residential and access street, with a focus on adequate sidewalks and robust street tree plantings.

Funding and Financing Public Infrastructure: Conversations surrounding the proposed public infrastructure improvements in the Sector Plan, namely involving the streets, surface transitway, and public open spaces, emphasized the need to have a viable proposal to secure the funding needed to implement these projects. Staff has explored a wide array of potential funding tools, mechanisms, and strategies that could provide certainty in funding these infrastructure projects at reasonable cost. With the adoption of the Fiscal Years 2011-2016 Capital Improvements Plan at their June 15, 2010, meeting, the County Board took the first step in putting into place the funding tools that can be used to support the infrastructure. As a follow-up action item, the corresponding staff report outlined the task of presenting for

Board action, by October 2010, a plan for the financing and implementation of the infrastructure improvements needed for the Crystal City Development Program. The financing plan will address implementation of the Crystal City/Potomac Yard streetcar and will include near-term actions to establish a tax increment financing mechanism.

Community Benefit Associated with Bonus Density: Various levels of community benefits can be achieved to offset the impacts of the project as well as through the incentive zoning features of the County's special exception site plan development process. Generally, site plan projects achieve density levels consistent with the Zoning District maximum site plan density by providing various features, uses, services, and amenities as part of the project; these are often referred to as the standard site plan conditions identified in Administrative Regulation 4.1 (though they inevitably are tailored, to a degree, to each individual project). In some projects additional bonus density is permitted whereby additional community benefits, negotiated between the County and applicant, are provided not only to offset the impacts from the heightened intensity of uses but also in return for being allowed to achieve the higher density levels. As part of the proposed Sector Plan's policy framework, Policy Directive D2 calls for optional increases in density (above the standard site plan base densities depicted in the General Land Use Plan) for Crystal City developments in return for extraordinary community benefits. Additionally, Policy Directive D3 would recommend the use of a tear-down credit or similar mechanisms to encourage redevelopment consistent with the Sector Plan while retaining overall economic feasibility of individual projects.

Policy Directives D2 and D3 are inextricably linked and must be carefully balanced to allow for the realization of each project. Staff has spent the past several months developing and testing a variety of constructs that could be used to inform future community benefit expectations. These analyses are based on a number of key assumptions regarding economic factors affecting redevelopment and, thus, the totality of community benefits that could be realized under the Sector Plan. First, it is assumed that all future redevelopment site plan projects in Crystal City will meet standard 4.1 site plan conditions, and that Affordable Housing Ordinance and Transportation Demand Management provisions would be met for the entire project gross floor area. Second, given the Plan's objective of tearing down major building assets instead of merely rehabilitating the building, current economic conditions may require different approaches to community benefit contributions for bonus density in order for near-term development to achieve economically feasible projects. Foregoing or delaying community benefit contributions for bonus density, for example, may help achieve several goals: generating market momentum that improves the economics of later projects and their ability to provide community benefit contributions; yielding significant gains in tax revenues to support Tax Increment Financing, and encouraging specific redevelopment projects that involve moving existing buildings in order to achieve the transportation and public open space infrastructure envisioned in the Sector Plan. Finally, given the interrelationships among multiple buildings and the Phased Development Site Plan format envisioned for development review, community benefit strategies are being analyzed that would apply to both individual and multiple-building projects within the Phased Development Site Plan.

While the objective was to establish a more detailed and certain framework for addressing community benefits and any associated credits for future projects in Crystal City, this task has not yet been completed. Work continues to proceed towards establishing an appropriate and predictable structure for determining community benefit expectations, and is identified in the Sector Plan as a specific implementation action to resolve in the near-term.

Implementation Strategy for Achieving Center Park: Proposed at Clark-Bell and 20th Streets, Center Park is envisioned as a key centerpiece of the Sector Plan. The Center Park will be a multi-purpose public open space accommodating informal everyday activity and large gatherings, such as open-air concerts and festivals. The full realization of Center Park requires the demolition of a 12-story office building. While potential future development attainable per the Sector Plan have been carefully studied and thought out to ensure the feasibility of achieving Center Park, relevant property owners claim there is insufficient incentive through density alone to take on the redevelopment that achieves Center Park. Given the importance of Center Park as a core element of the Sector Plan, and the ongoing discussions and analyses regarding community benefit expectations, the task of developing a detailed strategy to achieve Center Park has been added as an implementation item to the Sector Plan.

CONCLUSION: Given the pending loss of jobs and office tenants resulting from forthcoming Base Realignment and Closure Commission relocations, a draft Crystal City Sector Plan has been developed through a community planning process to establish a new vision and future direction for Crystal City. The proposed Sector Plan would provide a comprehensive framework that encourages redevelopment of aging buildings in Crystal City to accommodate key public infrastructure improvements and guide the gradual transformation of the area into a complete, urban community. Through implementation of the Sector Plan, Crystal City would attract new office tenants, additional residents, and other visitors that collectively would continuously activate the neighborhood for extended periods throughout the day. Furthermore, improvements in public infrastructure in Crystal City outlined in the Sector Plan will support significant private investment in redevelopment, resulting in considerable additional tax revenues that will increase the County's ability to support other countywide initiatives. Therefore, Staff recommends that the County Board authorize advertisement of public hearings at the September 25, 2010 County Board and associated Planning Commission meetings to consider adoption of the Crystal City Sector Plan 2050 and its accompanying General Land Use Plan and Master Transportation Plan amendments. It should be noted, however, that the Request to Advertise is the first step toward County Board consideration and that authorizing the advertisement does not imply County Board support.

**RESOLUTION TO AUTHORIZE ADVERTISEMENT OF PUBLIC HEARINGS AT
THE SEPTEMBER 25, 2010, COUNTY BOARD AND ASSOCIATED PLANNING
COMMISSION MEETINGS TO CONSIDER THE FOLLOWING:**

- 1) AMENDMENTS TO THE GENERAL LAND USE PLAN BOOKLET TO REVISE THE LANGUAGE PERTAINING TO CRYSTAL CITY AND TO ADD LANGUAGE TO DESCRIBE THE PURPOSES OF THE CRYSTAL CITY COORDINATED REDEVELOPMENT DISTRICT, AND AMENDMENTS TO THE GENERAL LAND USE PLAN MAP TO REFLECT ADOPTION OF THE CRYSTAL CITY SECTOR PLAN 2050 (ATTACHMENTS 2 AND 3); AND**
- 2) AMENDMENTS TO THE MASTER TRANSPORTATION PLAN, INCLUDING THE STREET TYPOLOGY MAP, BIKE AND TRAIL NETWORK MAP, AND TRANSIT NETWORK MAP, TO REFLECT ADOPTION OF THE CRYSTAL CITY SECTOR PLAN 2050 (ATTACHMENTS 4-10).**

The County Board of Arlington hereby resolves that the following items shall be advertised for public hearings at the September 25, 2010, County Board and associated Planning Commission meetings to consider the following:

- 1) Amendments to the General Land Use Plan booklet to revise the language pertaining to Crystal City and to add language to describe the purposes of the Crystal City Coordinated Redevelopment District, and amendments to the General Land Use Plan map to reflect adoption of the Crystal City Sector Plan 2050 (Attachments 2 and 3); and*
- 2) Amendments to the Master Transportation Plan, including the Street Typology map, Bike and Trail Network map, and Transit Network map, to reflect adoption of the Crystal City Sector Plan 2050 (Attachments 4-10).*

ATTACHMENT 1

CRYSTAL CITY SECTOR PLAN – DRAFT 2.0

(Separate Document)

ATTACHMENT 2

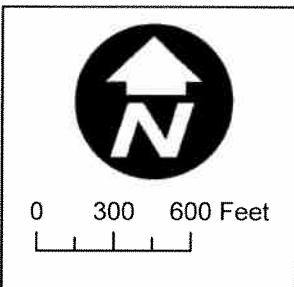
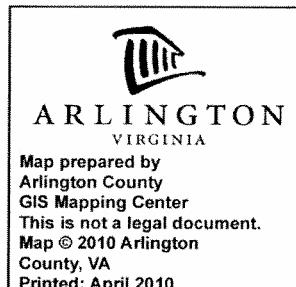
PROPOSED GENERAL LAND USE PLAN (GLUP) AMENDMENTS

ID	LOCATION	FROM EXISTING GLUP	TO PROPOSED GLUP	NOTES
1	See map for boundary			Establish Note 1 to designate the "Crystal City Coordinated Redevelopment District" (CCCRD).
2	East of Crystal Dr., between 12 th St. and Airport Viaduct	"Medium" Residential (1/3) and "Low" O-A-H (2/3)	"Low" O-A-H	
3	Bounded by Jefferson Davis Hwy., Crystal Dr., 12 th St., and Airport Viaduct	"High" Residential (4/7) and "High" O-A-H (3/7)	"High" O-A-H	
4	Bounded by Jefferson Davis Hwy., Crystal Dr., Airport Viaduct, and property just south of 27 th St.	"High" Residential (5/7) and "High" O-A-H (2/7)	"High" O-A-H	
5	Bounded by Jefferson Davis Hwy., Eads St., Army Navy Dr., and a line approx. 150 feet north of 27 th St.	"High" Residential and "Public"	"High" O-A-H	
6	See map for locations			Add 26 triangle symbols to indicate general locations of open space.
7				Change the boundary of the Crystal City Metro Station Area on the back of the GLUP map to include the properties between Eads St. and Fern St. that front the south side of 23 rd Street South.
8				Amend the Crystal City Metro Station Area box on the back of the GLUP Map to reflect new goals, objectives and policies and amend the GLUP booklet to revise language describing the purposes of the Crystal City Coordinated Redevelopment District.

Request to Advertise
 Crystal City Sector Plan, General Land Use Plan Amendments,
 and Master Transportation Plan Amendments

PLA-5661

Recommendation: Advertise General Land Use Plan Amendments



Legend

Land Use Category

Residential

- Low: 1-10 Units/Acre
- Low-Medium: 16-36 Units/Acre
- Medium: 37-72 Units/Acre
- High-Medium: 3.24 F.A.R.
- High: 4.8 F.A.R. Res. 3.8 F.A.R. Hotel

Commercial and Industrial

- Service Commercial
- Service Industry
- Low
- Medium

Office-Apartment-Hotel

Mixed Use

- Med Res (.33)/ Low O-A-H (.67)
- High-Med Res (.75)/ Med O-A-H (.25)
- High Res (.57)/ High O-A-H (.43)
- High Res (.71)/ High O-A-H (.29)

GOVERNMENT OWNED

- Background Shading will Vary

Public and Semi-Public

- Public

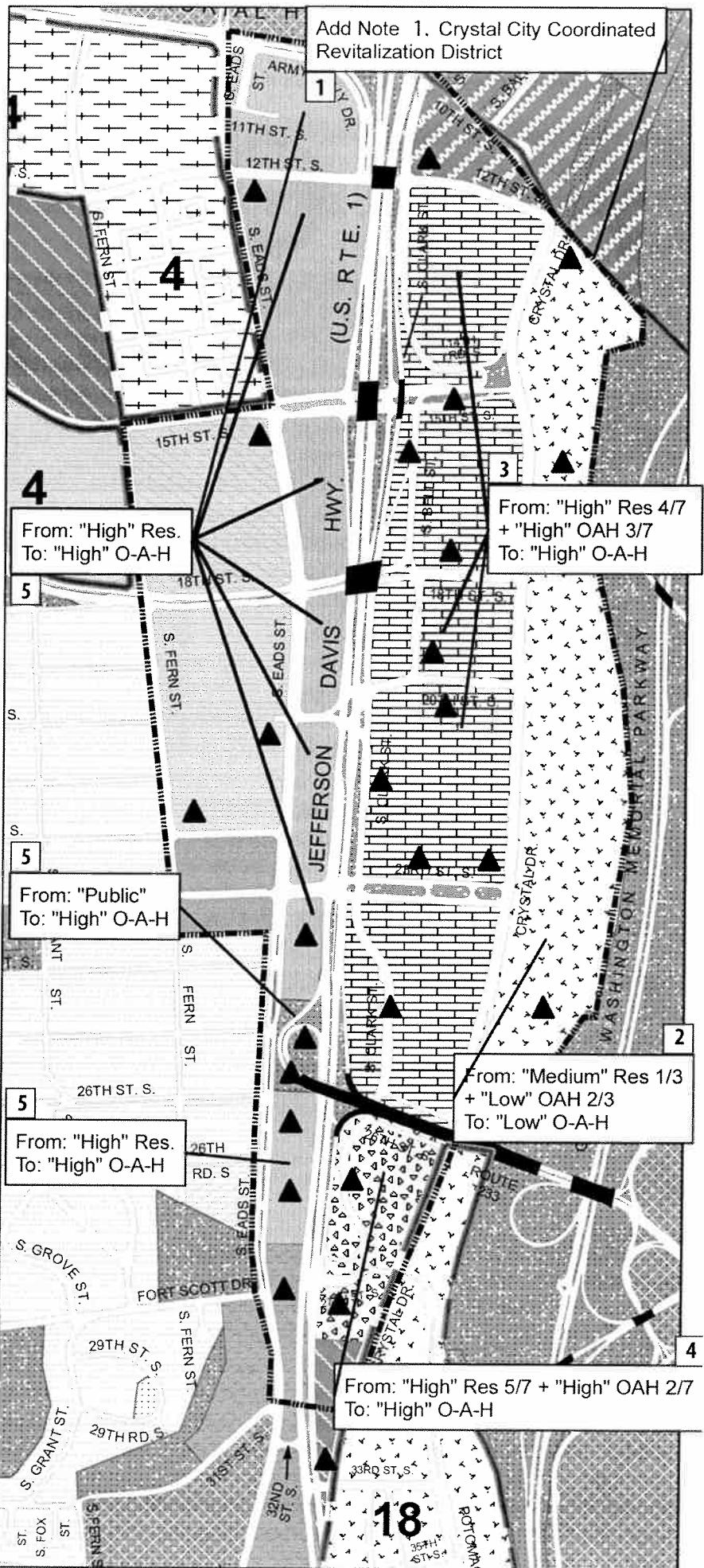
- Government and Community Facilities

- General Location for Open Space

Notes:

4. This area was designated a "Coordinated Development District" on 2/9/74.
18. The County Board has designated this area as eligible for an additional gross floor area of up to 1.161 million square feet over and above the base density of the site, which may be granted upon fee conveyance to the County of a sufficient amount of property, as determined by the County.
20. This area was designated the "North Tract Special Planning District" on 4/27/04.

ATTACHMENT 3



ATTACHMENT 4

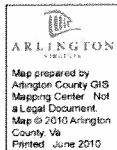
PROPOSED MASTER TRANSPORTATION PLAN (MTP) – STREET NETWORK AMENDMENTS

ID	LOCATION	PROPOSED MTP AMENDMENT
1	Between 10 th St. and 12 th St.	Create new segment of Ball St.
2	Block bounded by Army Navy Dr., 12 th St., and Eads St.	Remove segments of Eads St. and 11 th St.
3	Between 14 th St. and 15 th St.	Reconfigure Clark-Bell St.
4	Between Crystal Dr. and Clark-Bell St.	Reconfigure 15 th St.
5	Between Clark-Bell St. and Crystal Dr.	Remove 14 th St.
6	At 15 th St. and Jefferson Davis Hwy.	Reconfigure interchange.
7	Between 12 th St. and 20 th St.	Remove elevated portions of Clark St.
8	Between 20 th St. and 27 th St.	Reconfigure Clark-Bell St.
9	Between 20 th St. and 23 rd St.	Create new loop road accessible from Clark-Bell St.
10	Between Crystal Dr. and Jefferson Davis Hwy.	Create new 24 th St.
11	Between 20 th St. and 24 th St.	Create new loop roads accessible from Crystal Dr.
12	Between Airport Viaduct and Crystal Dr.	Remove ramp segment.
13	At Airport Viaduct and Jefferson Davis Hwy.	Reconfigure interchange.
14	Between Crystal Dr. and Jefferson Davis Hwy.	Reconfigure 27 th St.

Request to Advertise
Crystal City Sector Plan, General Land Use Plan Amendments,
and Master Transportation Plan Amendments

PLA-5661

Amendments to Master Transportation Plan: Street Network Map



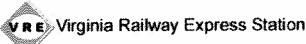
0 425 850 Feet

Legend

Street Typologies

- Regional Connector
- Urban Center Mixed Use
- Urban Center Retail
- Commercial Primary
- Residential - Med-High Density
- Residential - Low Density

Public Transportation Facilities



Blue-Yellow Line

Rail Road

Transit Facilities

- 1 WMATA Bus Garage---Existing
- 2 Crystal City/Potomac Yard Transitway---Planned
- 10 Pentagon City Metro Station Access Improvements and South Entrance---Planned
- 12 ART Bus Garage---Planned
- 14 Crystal City Metro Rail Station Improvements and East Entrance---Planned

New Transit Ways

- Crystal City Potomac Yard Transitway
- Columbia Pike Streetcar Line

New Street Areas

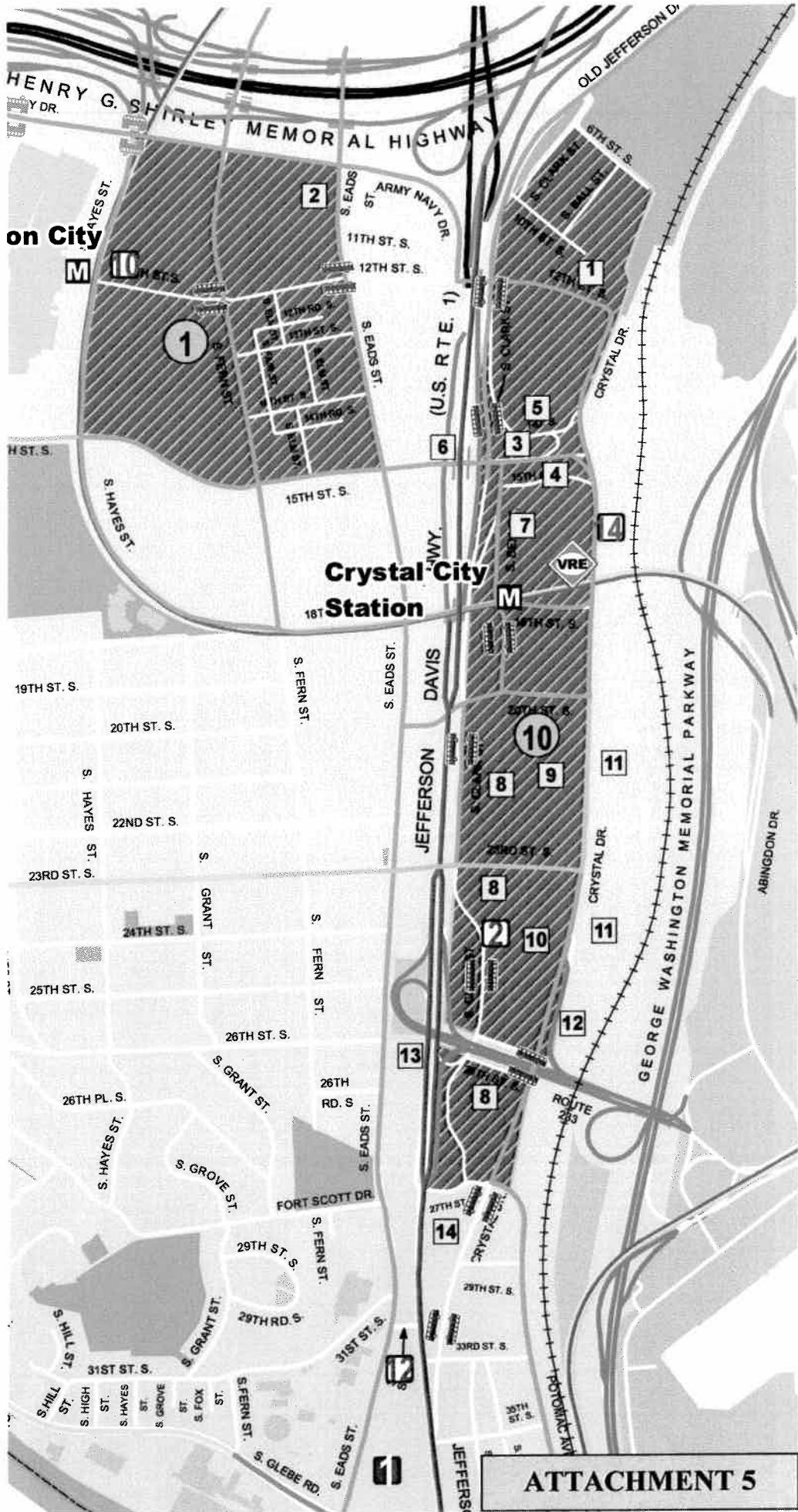
- 1 Pentagon City/Metropolitan Park Area
- 10 Crystal City Redevelopment

Other Map Elements

- Public Parks
- Federal Owned Lands
- County Line

NOTES:

- 1 Create new segment of S. Ball St. between 10th St. S and 12th St. S.
- 2 Remove segments of S. Eads St and 11th St. S within the block bounded by Army Navy Dr, 12th St. S., and S. Eads St.
- 3 Reconfigure S. Clark-Bell St between 14th St. S and 15th St. S.
- 4 Reconfigure 15th St. S. between S. Clark-Bell St. and Crystal Dr.
- 5 Remove 14th St. S. between S. Clark-Bell St. and Crystal Dr.
- 6 Reconfigure interchange between 15th St. S. and Jefferson Davis Highway
- 7 Remove elevated portions of S. Clark Street between 12th Street S. and 20th Street S.
- 8 Reconfigure S. Clark-Bell St. between 20th St. S. and 27th St. S.
- 9 Create new loop road accessible from S. Clark-Bell St. between 20th St. S. and 23rd St. S.
- 10 Create new 24th St. S. between Crystal Dr. and Jefferson Davis Highway
- 11 Create new loop roads accessible from Crystal Dr. between 20th St. S. and 24th St. S.
- 12 Remove ramp segment between VA State Route 233 (Airport Viaduct) and Crystal Dr.
- 13 Reconfigure interchange between Airport Viaduct and Jefferson Davis Hwy
- 14 Reconfigure 27th St. S. between Crystal Dr. and Jefferson Davis Hwy.



ATTACHMENT 5

ATTACHMENT 6

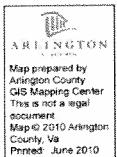
PROPOSED MASTER TRANSPORTATION PLAN (MTP) – STREET TYPOLOGY AMENDMENTS

ID	LOCATION	FROM EXISTING MTP	TO PROPOSED MTP
1	Ball Street S. between 10 th St. and 12 th St.	n/a	Urban Center Local (non-arterial)
2	12 th Street S. between S. Eads Street and Army Navy Dr.	Urban Center Local (non-arterial)	Type B-Primarily Urban Mixed-Use
3	15 th St. between Eads St. and Crystal Dr.	Type B-Primarily Urban Mixed-Use	Type A-Primarily Retail Oriented Mixed-Use
4	18 th St. between Eads St. and Crystal Dr.	Type B-Primarily Urban Mixed-Use	Type A-Primarily Retail Oriented Mixed-Use
5	20 th St. between Eads St. and Crystal Dr.	Type B-Primarily Urban Mixed-Use	Type A-Primarily Retail Oriented Mixed-Use
6	Crystal Dr. between 20 th St. and 15 th St.	Type B-Primarily Urban Mixed-Use	Type A-Primarily Retail Oriented Mixed-Use
7	Crystal Dr. between 23 rd St. and 26 th St.	Type B-Primarily Urban Mixed-Use	Type A-Primarily Retail Oriented Mixed-Use
8	S. Clark-Bell St. between 23 rd St. and 27 th St.	Urban Center Local (non-arterial)	Type B-Primarily Urban Mixed-Use
9	26 th St. between Clark-Bell St. and Crystal Dr.	Urban Center Local (non-arterial)	Type B-Primarily Urban Mixed-Use
10	27 th St. between Jefferson Davis Hwy. and Crystal Dr.	Urban Center Local (non-arterial)	Type B-Primarily Urban Mixed-Use
11	Crystal Dr. between 27 th St. and 33 rd St.	Urban Center Local (non-arterial)	Type B-Primarily Urban Mixed-Use
12	Fern St. between 18 th St. and 19 th St.	Type B-Primarily Urban Mixed-Use	Neighborhood Minor (non-arterial)
13	(New) 24 th St. between Jefferson Davis Hwy. and Crystal Dr.	n/a	Urban Center Local
14	(New) Loop road accessible from Clark-Bell St. between 20 th St. and 23 rd St.	n/a	Urban Center Local
15	(New) Loop roads accessible from Crystal Dr. between 20 th St. and 24 th St.	n/a	Urban Center Local

Request to Advertise
 Crystal City Sector Plan, General Land Use Plan Amendments,
 and Master Transportation Plan Amendments

PLA-5661

Amendments to Master Transportation Plan: Street Typology Map



0 425 850 Feet

Legend

Street Typologies

-  Regional Connector
 -  Urban Center Mixed Use
 -  Urban Center Retail
 -  Commercial Primary
 -  Residential - Med-High Density
 -  Residential - Low Density

Public Transportation Facilities



— Blue-Yellow Line

Transit Facilities

- 1** WMATA Bus Garage--Existing
 - 2** Crystal City/Potomac Yard Transitway--Planned
 - 10** Pentagon City Metro Station Access Improvements and South Entrance
 - 12** ART Bus Garage--Planned
 - 14** Crystal City Metro Rail Station Improvements and East Entrance

New Transit Ways

- Crystal City Potomac Yard Transitway
 - Columbia Pike Streetcar Line

New Street Areas

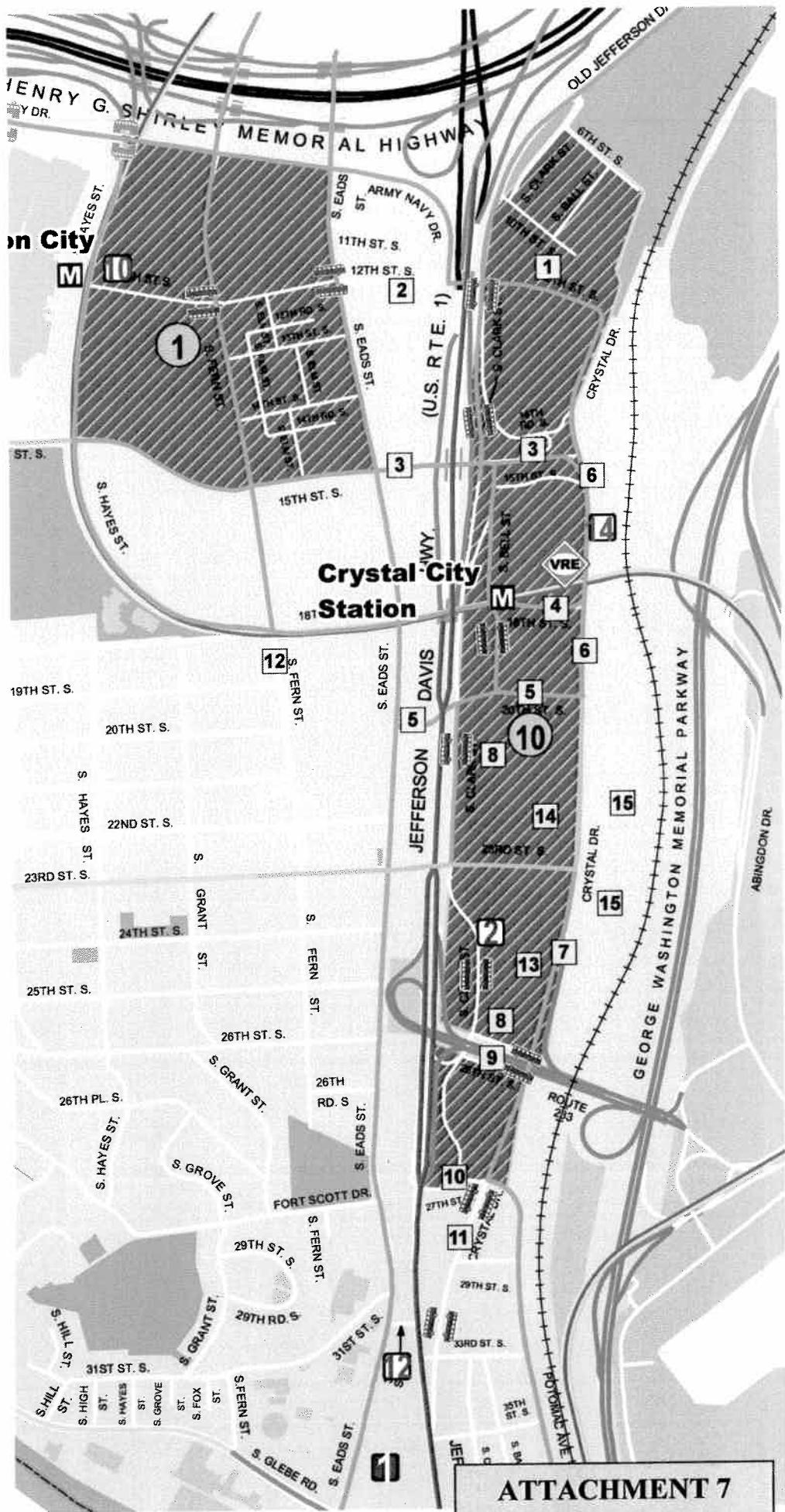
-  Pentagon City/Metropolitan Park Area
 -  Crystal City Redevelopment

Other Map Elements

 -  Public Parks
 -  Federal Owned Lands
 -  County Lines

NOTES:

- 1** Ball St. S. between 10th St. S. and 12th St. S. as Urban Center Local.
 - 2** 12th St. S. between S. Eads St. and Army Navy Drive from Urban Center Local (non arterial) to Type B-Primarily Urban Mixed-Use.
 - 3** 15th St. S. between S. Eads St. and Crystal Drive from Type B-Primarily Urban Mixed-Use to Type A-Primarily Retail Oriented Mixed-Use.
 - 4** 18th St. S. between S. Eads St. and Crystal Drive from Type B-Primarily Urban Mixed-Use to Type A-Primarily Retail Oriented Mixed-Use.
 - 5** 20th St. S. between S. Eads St. and Crystal Drive from Type B-Primarily Urban Mixed-Use to Type A-Primarily Retail Oriented Mixed-Use.
 - 6** Crystal Drive between 20th St. S. and 15th St. S. from Type B-Primarily Urban Mixed-Use to Type A-Primarily Retail Oriented Mixed-Use.
 - 7** Crystal Drive between 23rd St. S. and 26th St. S. from Type B-Primarily Urban Mixed-Use to Type A-Primarily Retail Oriented Mixed-Use.
 - 8** S. Clark-Bell Street between 23rd Street S. and 27th Street S. from Urban Center Local (non arterial) to Type B-Primarily Urban Mixed-Use.
 - 9** 26th Street S. between Clark-Bell Street and Crystal Drive from Urban Center Local (non arterial) to Type B-Primarily Urban Mixed-Use.
 - 10** 27th Street S. between Jefferson Davis Highway and Crystal Drive from Urban Center Local (non arterarial) to Type B-Primarily Urban Mixed-Use.
 - 11** Crystal Drive between 27th Street S. and 33rd Street S. from Urban Center Local (non arterial) to Type B-Primarily Urban Mixed-Use.
 - 12** S. Fern Street between 18th Street S. and 19th Street S. from Type B-Primarily Urban Mixed-Use to Neighborhood Minor (non arterial).
 - 13** New 24th Street between Jefferson Davis Highway and Crystal Drive as Urban Center Local.
 - 14** New loop road accessible from S. Clark-Bell Street between 20th Street S. and 23rd Street S. as Urban Center Local.
 - 15** New loop roads accessible from Crystal Drive between 20th Street S. and 24th Street S. as Urban Center Local.



ATTACHMENT 7

ATTACHMENT 8

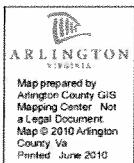
PROPOSED MASTER TRANSPORTATION PLAN (MTP) – BIKE AND TRAIL NETWORK MAP AMENDMENTS

ID	LOCATION	FROM EXISTING MTP	TO PROPOSED MTP
1	Clark-Bell St. between 27 th St. and 12 th St.	“Existing Bikeway” (partial segment)	“Planned Bike Lane”
2	Eads St. between 23 rd St. and 15 th St.	“Existing Bikeway” (partial segment)	“Planned Bike Lane”
3	Eads St. between 15 th St. and Army Navy Dr.	n/a	“Planned Bikeway”
4	10 th St. and (New) Ball St. from Old Jefferson Davis Hwy. to 12 th St,	n/a	“Planned Bikeway”
5	Long Bridge Park Esplanade between 12 th St. and Long Bridge Park.	n/a	“Planned Trail Project”
6	12 th St. between Clark-Bell St. and Eads St.	n/a	“Planned Bikeway”
7	(New) 24 th St. between Clark-Bell St. and Crystal Dr.	n/a	“Planned Bikeway”
8	Airport Viaduct intersection with Jefferson Davis Hwy. with trail connection to Eads St.	“Planned Trail Project” (partial segment)	“Planned Trail Project”

Request to Advertise
 Crystal City Sector Plan, General Land Use Plan Amendments,
 and Master Transportation Plan Amendments

PLA-5661

Amendments to Master Transportation Plan: Bike and Trail Network



0 425 850 Feet

Legend

On Street Bike Lanes

- Bike Lane
- Planned Bike Lane

On Street Bike Facilities

- Existing Bikeway
- Planned Bikeway

Off Street Trail Network

- Off Street Trail
- Planned Off Street Trail

Public Transportation Facilities

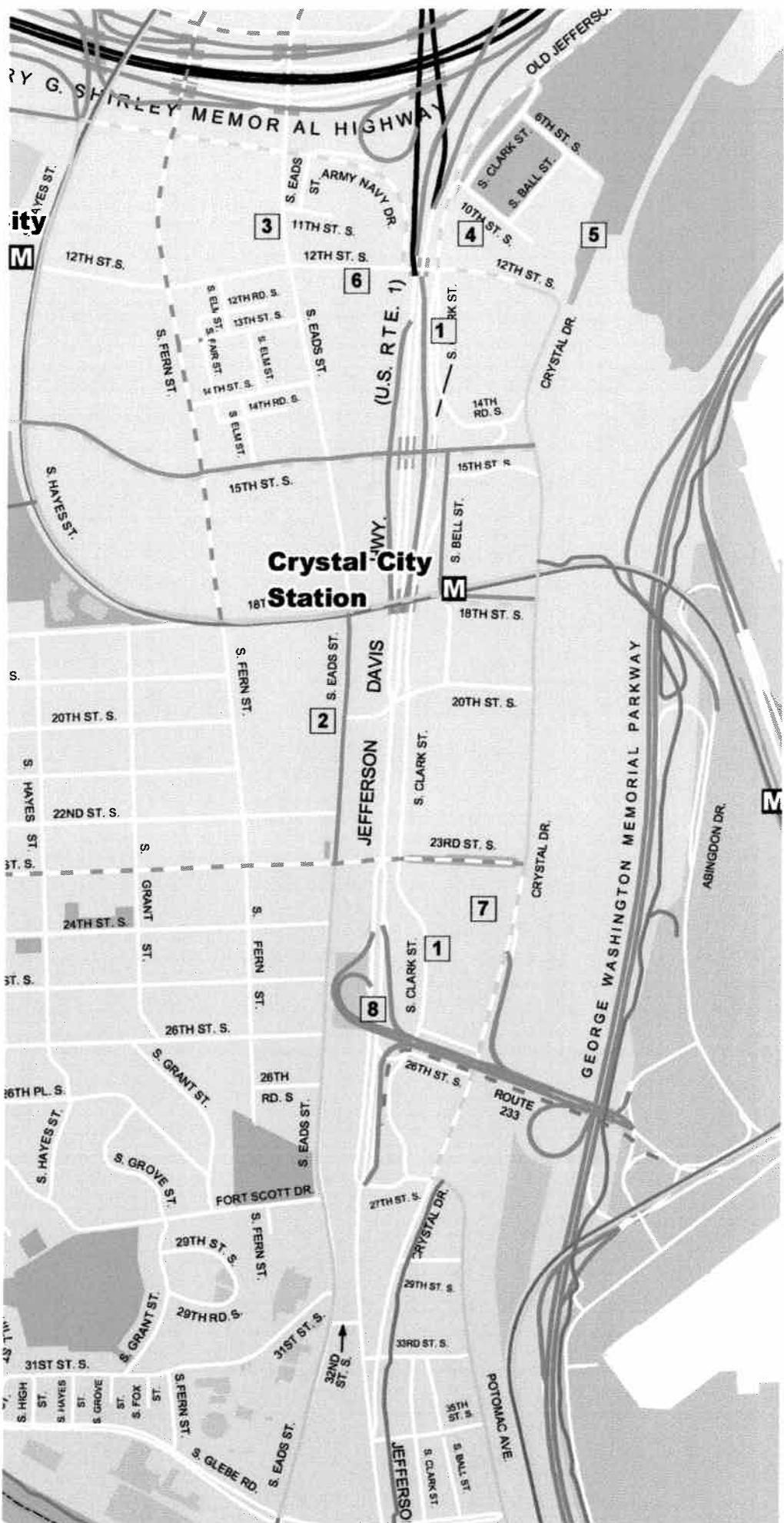
- Metro Blue-Yellow Line

Other Map Elements

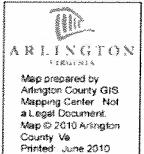
- High Occupancy Incentive Corridors
- Freeways and Parkways
- County Line
- Public Parks
- Federal Owned Lands

NOTES:

- 1** S. Clark-Bell St. between 27th St. S. and 12th St. S., classify with "Planned Bike Lanes"
- 2** S. Eads St. between 23rd St. S. and 15th St. S., classify with "Planned Bike Lanes"
- 3** S. Eads St. between 15th St. S. and Army Navy Dr., classify with "Planned BikeWay"
- 4** 10th St. S. and new S. Ball St. from Old Jefferson Davis Highway to 12th St. S., classify with "Planned Bikeway"
- 5** Long Bridge Park Esplanade between 12th St. S. and Long Bridge Park, classify with "Planned Trail Projects"
- 6** 12th St. S. between S. Clark-Bell St. and Crystal Dr., classify with "Planned Bikeway"
- 7** 24th St. S. between S. Clark-Bell St. and Crystal Dr., classify with "Planned Bikeway"
- 8** Airport Viaduct intersection with Jefferson Davis Highway with trail connection to S. Eads St., classify as Planned Trail Project



Amendments to Master Transportation Plan: Transit Network



0 425 850 Feet

Legend

New Alignment to Crystal City/Potomac Yard Transitway

Transit Corridors

Columbia Pike Streetcar Line

Primary Transit Network

Express Bus Corridor

Crystal City Potomac Yard Transitway

Public Transportation Facilities

Metro Bus Routes

ART Bus Routes

Virginia Railway Express Station

Metro Station

Metro Blue/Yellow Line

Rail Road

Transit Facilities

1 WMATA Bus Garage--Existing

2 Crystal City/Potomac Yard Transitway--Planned

10 Pentagon City Metro Station Access Improvements and South Entrance

12 ART Bus Garage--Planned

14 Crystal City Metro Rail Station Improvements and East Entrance

Other Map Elements

High Occupancy Incentive Corridors

Limited Access Routes

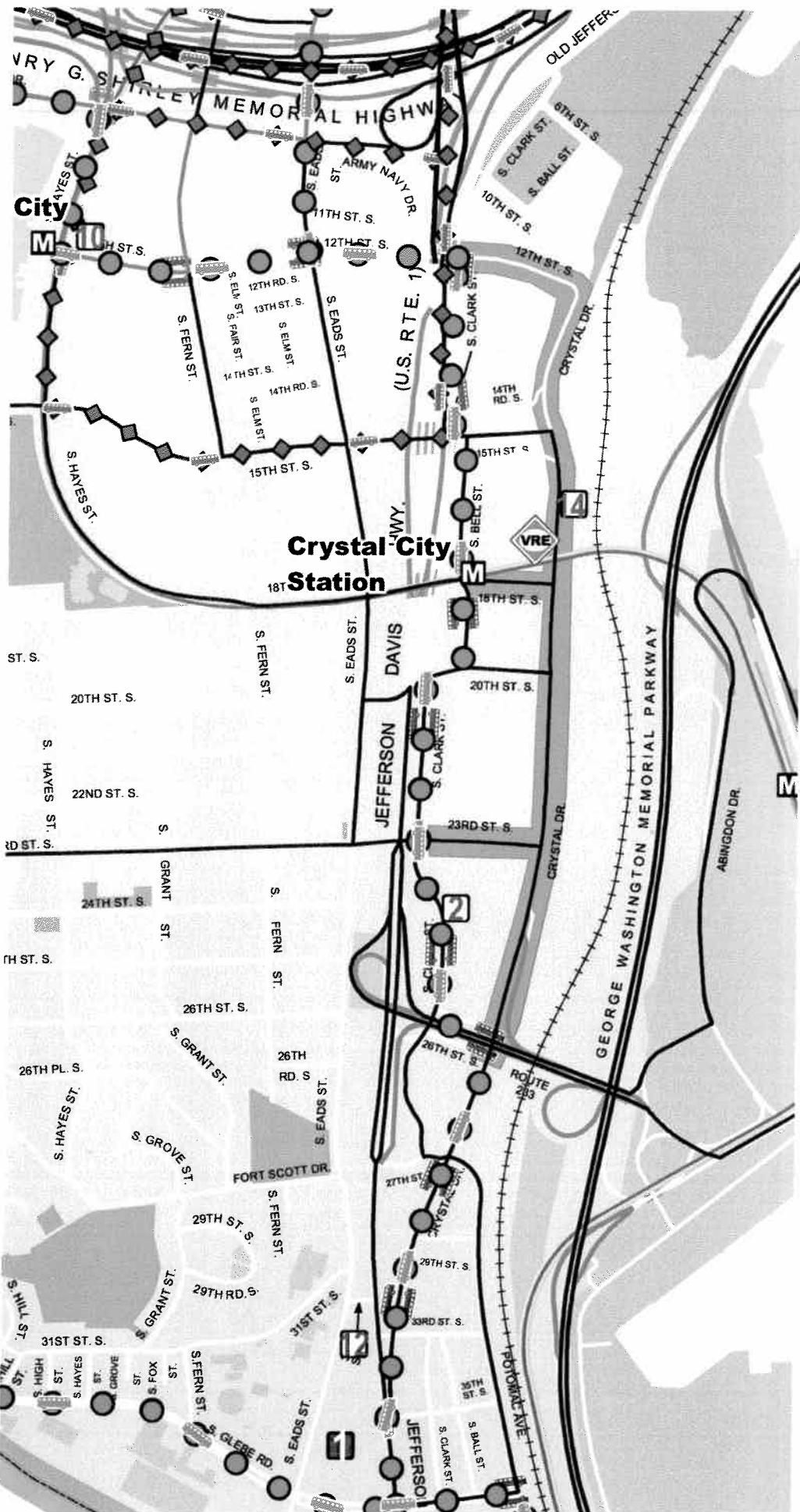
County Line

Public Parks

Federal Owned Lands

NOTE:

Request to Advertise amending the Master Transportation Plan – Transit Network Map to modify the alignment of the Crystal City/Potomac Yard Transitway consistent with the alignment recommended in the Crystal City Sector Plan.



ATTACHMENT 11

Crystal City Sector Plan, DRAFT 1.1 Long Range Planning Committee Comments/Response Matrix – Updated June 2010

Comment #	Meeting / Commenter	Date	Question/Comment	Staff Response
DOCUMENT STRUCTURE/FORMAT/OVERALL				
O.1.	LRPC	PC	6/9	Technical Items Some of the more technical items, such as street cross sections, could be moved to an appendix for better flow.
O.2	LRPC	AHCA	6/9	Area / Context In Chapter 1, add a map/graphic that shows Crystal City in its broader context from the Potomac River, 395, and Four Mile Run.
O.3	Email	MWAA	11/30	References to Airport On p.8, reference to airport correctly reads "Ronald Reagan Washington National Airport". After the first instance, "Reagan National Airport" could be consistently used, as that is how MWAA officially refers to it.
CHAPTER 1 – EXISTING CONDITIONS				
1.1	LRPC	AHCA	6/9	Fig 1.2.5. / "Restaurant Row" In Figure 1.2.5, revise the diagram to soften the edge between Restaurant Row and the Aurora Highlands neighborhood. This area is an element integral to Aurora Highlands, so the edge shown on the map should be deleted.
1.2	LRPC	Audience	6/9	Vision Statement – Aerial Please use a current aerial photo of the Crystal City/Aurora Highlands/Arlington Ridge geographic extent.
CHAPTER 2 – VISION STATEMENT (POLICY FRAMEWORK)				
2.1	LRPC	Misc.	6/9	Vision Statement – Length The Vision Statement should be more concise and to the point. This could be done in conjunction with a new chapter or section that describes the overall place of Crystal City in the future and what life would be like in the area.
2.2	LRPC	PC	6/9	Vision Statement – Jefferson Davis Highway It does not appear that the plan for Jefferson Davis Highway is consistent with the policy directive language adopted by the County Board in December regarding bridging the gap between the east and west sides.

ATTACHMENT 11

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Com- ment #	Meeting/ Commenter	Date	Question/Comment	Staff Response
3.1.1	LRPC	Misc.	<p>CHAPTER 3 – NEW SECTION(S) Humanizing Crystal City</p> <p>New Section/Chapter – Describing the "Place and People" of Crystal City</p> <p>Expanding from the Vision Statement, the Plan should include a new chapter/section that humanizes the Plan, or discusses how life in Crystal City would support daily, civic, and cultural life in a variety of ways. This new section should address comments on the following elements, if not addressed in the Vision Statement itself:</p> <ul style="list-style-type: none"> ○ Emphasize the point about Crystal City, Aurora Highlands, and Arlington Ridge functioning as a single unit; ○ Stronger reference to bicyclists and bicycle facilities; ○ Additional descriptions to include lower income and/or physically handicapped persons in Crystal City; ○ Delete planning jargon (e.g. "urban form") from Vision Statement; ○ Expand beneficiaries of Plan to include visitors, neighbors, tourists, etc.; ○ Clarify that surface transitway system will connect beyond Arlington into Alexandria and also Fairfax; ○ Stronger emphasis needed for open spaces and parks; ○ Expand the bullet on "Very high quality public parks..." to include "high quantity" as well; ○ The Plan should have an order of magnitude estimate for a bracketed range of school children that may be generated by Crystal City in the future assuming the vision of more family households, with children; logical boundaries for impacts need to be considered; ○ Enhancements to the transit system should be its own bullet, and the idea of placing the pedestrian and transit users at the same priority level as vehicles should be made; ○ Flexibility should be reserved to allow the area to adapt to what the market will allow, within the Plan framework; ○ Long Bridge Park also needs to be recognized as part of surrounding context; ○ Additional text is needed on sustainable design and development, urban forestry canopy, and carbon neutrality. ○ Create a strategy for civic infrastructure elements, such as schools, community centers, and facilities that support and encourage participatory civic life, in addition to child/adult day care, routine and urgent health care facilities, and other facilities/services important to supporting a vibrant urban community. 	<p>Staff concurs. However, after drafting and sharing new sections per this direction, and receiving subsequent LRPC comment on them, staff will develop revised text and incorporate them into the Plan as follows:</p> <ul style="list-style-type: none"> • An expanded discussion about the areas surrounding Crystal City, their interrelationships, and identified planning issues will be incorporated into the Plan's discussion on existing conditions, in section 1.2.1 • The Community Services section, 3.9.5. will be expanded to include discussion on a complete list of services and amenities that make up a complete urban community, including for example urgent care facilities, schools, etc. • The Community Building section of Chapter 4, Implementation, will be expanded to include discussion on desires for civic infrastructure such as urgent care facilities, polling places, schools, and the commercial needs of Crystal City as a complete neighborhood.

Crystal City Sector Plan, DRAFT 1.1 Long Range Planning Committee Comments/Response Matrix – Updated June 2010

Comment #	Meeting / Commenter	Date	Question/Comment	Staff Response	
CHAPTER 3 – NEIGHBORHOOD OVERVIEWS (3.3)					
3.3.1	LRPC	PC	6/9	"Neighborhoods" terminology Identifying six individual "neighborhoods" seems counterproductive as it could perpetuate existing boundaries rather than breaking down barriers for a more seamless community. Suggests that another term (e.g. "district", "sub-area", etc.) could resolve this issue.	Staff had used the term "neighborhoods" to describe the various areas identified during the planning process with the Task Force and referenced in the Goals and Objectives. To preclude any misperceptions, staff will revise the Plan to use the term "district" instead when presenting the overviews.
3.3.2	LRPC	PRC	6/9	Open Spaces in Context Consideration should be given to the open spaces outside but nearby Crystal City.	Staff concurs. Staff will develop a new map that illustrates the planned open space network in Crystal City, as well as the existing and planned open spaces in the surrounding vicinity.
3.3.3	LRPC	PC	6/9	Earning Density above By-Right More clarity is needed around the plan's expectations for site plans up to the base density and site plans that include bonus density, to denote that there will still be certain expectations up to the base density, in addition to beyond.	Staff will continue to work on this element to provide greater clarity on community improvement expectations for various levels of development.
3.3.4	LRPC	AHCA	6/9	Connections among Neighborhoods Consideration should be given to the prevailing east-west flow of people (corridors, e.g., 18 th Street) into and out of Crystal City, and identify pertinent improvements for pedestrian accommodation.	Staff and the Plan support improved transit, bicycle, and pedestrian facility improvements to strengthen the connections between the east and west sides of Jefferson Davis Highway.
3.3.5	memo	AHCA	6/9	Post Office site At the Northwest Gateway, the County's intent to retain the U.S. Post Office and retail at this location should be mentioned.	The Plan narrative will identify that there is community support for this use. However, it will be a business decision by the USPS whether to retain a presence at that location. The County understands from USPS that they wish to keep a retail presence in the vicinity, but do not envision free standing building. The retail recommendations allow, but do not require, retail in this location.
3.3.6	memo	AHCA	6/9	Neighborhood Oriented Retail Page 40, section 3.3.6. On the West Side on restaurant row there should be a specific mention of the intent to preserve and retain small "neighborhood oriented" retail along this section of 23 rd Street. The desire to have small neighborhood oriented retail as opposed to the large chain eateries and stores, etc. usually associated with Crystal City should be mentioned.	Staff concurs. New language will be added to specifically mention the importance of existing businesses and intent to preserve and retain small locally owned and neighborhood serving retail along 23 rd Street between Eads St. and Fern St.
CHAPTER 3 – SUSTAINABLE DESIGN (3.4)					
3.4.1	LRPC	E2C2	6/9	Level of Detail What's the appropriate level of detail in recommendations for sustainability? Can they be more specific than currently written?	The language in the Plan is written to balance the desire for identifying specific strategies within Crystal City while maintaining consistency with Countywide policies and programs over time. It is anticipated that the County's policies on sustainable development will continue to evolve over time.

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Comment #	Meeting/Commenter	Date	Question/Comment	Staff Response
3.4.2	LRPC PC	6/9	Suggestions vs. Requirements Clarity is needed as to whether these guidelines are requirements or suggestions? Consideration should be given for new construction vs. adaptive re-use projects.	The specific recommendations noted in this section are intended as strong suggestions, but not necessarily requirements. There may be a legal limitation in the County's authority to outright require inclusion of certain elements.
3.4.3	LRPC PC	6/9	Density Bonuses? In terms of implementation, are density bonuses envisioned for LEED projects in Crystal City, if so at what levels?	Staff is continuing to consider how these elements can be incented through the development process in Crystal City. These strategies will be part of the action item to clarify expected community benefits, and may be incorporated elsewhere as part of implementation.
CHAPTER 3 – BLOCK STRUCTURE (3.5)				
3.5.1	LRPC AHCA	6/9	Figure-Ground The existing figure ground diagram, Figure 3.5.1, should be corrected to accurately convey the Crystal Houses block, Potomac Yard, and the wastewater treatment plant facilities.	Staff concurs. The figure ground diagram will be corrected to accurately convey existing conditions as data availability permits.
CHAPTER 3 – TRANSPORTATION (3.6)				
3.6.1	LRPC AHCA	7/8	No Additional Streets Page 47, section 3.6.2. Regarding new streets, the map on page 49 correctly shows no new streets between Eads Street and Route 1. It would be useful to mention this in the text of the report as one of the neighborhood protection measures.	Staff concurs. Staff will provide additional text to emphasize that no additional streets are planned between Eads and Route 1 between 23rd Street and 32nd Street. Nevertheless, the County still adheres to its adopted policy of enhancing the street grid by breaking up large blocks.
3.6.2	LRPC PC	7/8	Complete Streets Consider refinements/edits to stated definition of "Complete Streets" in this section of the Plan.	Staff concurs. Staff will further refine the definition to be consistent with the "Complete Street" definition stated in the Master Transportation Plan.
3.6.3	LRPC PC	7/8	Inconsistencies Between Street Grid Drawings Figures 3.6.5 and 3.6.6 illustrate a different street grid in certain locations; it does not appear to be consistently drawn.	Staff concurs. Figure 3.6.5 will be revised to be consistent with the street network shown in Figure 3.6.6. However, as Figure 3.6.5 does not illustrate alleys, potential alley locations shown on 3.6.6 will not appear in 3.6.5.
3.6.4	LRPC PC	7/8	Geographic Extent Figures 3.6.4 and 3.6.5: To avoid confusion, these figures could use the same geographic extent as shown in Fig. 3.6.6.	Staff concurs and the maps will be modified to ensure that the geographic extent is consistent for these 3 graphics.
3.6.5	LRPC PC	7/8	MTP versus Crystal City Plan – Street typologies and sections Text should help clarify that the graphic's typologies are in general reference to the county Master Transportation Plan, but that the vision for the physical character of the streets should follow the cross-section recommendations in the Crystal City Plan (in cases where they conflict).	Staff concurs. The MTP will provide the overall vision for streets and the Crystal City Plan will have street cross sections and a more detailed vision of the physical character for the future streets in Crystal City. However, cross-sections are illustrative recommendations, and exact dimensions and uses may vary when street design and engineering work is undertaken.

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Comment #	Meeting/Commenter	Date	Question/Comment	Staff Response
3.6.6	LRPC E2C2	7/8	Cross-Sections and Bicycle Lanes There are instances of inconsistencies with the existing and proposed pedestrian and bike routes shown in Figure 3.6.8 and the street cross section graphics.	Staff concurs. The street cross sections and bike network are being further refined and will be incorporated in the final plan.
3.6.7	LRPC CCTF	7/8	Pinch Points and Streetcar Pinch points shown in Fig. 3.6.9 relate to past concerns we've shared with County about ability to accommodate transit in dedicated lanes on Crystal Drive.	Staff does not concur. Studies indicate adequate dimension to generally accommodate streetcar (w/ dedicated northbound lane) in existing ROW with other street elements. Staff will consider developing more detail that illustrates how the cross-section would work at pinch points.
3.6.8	email PRC	6/10	Bus Route Correction On page 50, in figure 3.6.7, existing transit is shown. Bus line 10E does not go near Crystal City, and only runs during the morning and evening rush hours. So, it should be deleted from the legend in figure 3.6.7.	Staff concurs that 10E is shown incorrectly in this figure. Staff will correct this figure accordingly.
3.6.9	LRPC PRC	7/8	Transit to Long Bridge Park It's concerning that there is no proposed transit shown in the Plan for getting people up to Long Bridge Park.	There is a proposed streetcar stop on 12 th Street at the new 10 th Street connection. Bus transit facilities (e.g. bus stops) have been incorporated into the design of Long Bridge Park and reconstruction of Old Jefferson Davis Highway, laying the groundwork for accommodating future bus service there. Also, the closest general location for a street car stop is within ¼ mile walking distance from south end of the park.
3.6.10	LRPC PRC	7/8	New Bus Route Suggestion Crystal City/Potomac Yard and Shirlington may all benefit from a bus that runs from Shirlington to Potomac Yard and then to Crystal City along S. Glebe Road. It could go into some of the neighborhoods to reach more residents. Currently, the 23A serves Crystal City and Shirlington but not Potomac Yard. It is worth looking at in the total transit package.	Staff will further review. Two separate efforts will inform any future action on this item. The MTP-Transit Element identifies priority corridors for improving bus transit service, and the S. Glebe Rd. corridor is identified. Additionally, the County continues to work with WMATA on a regular basis to analyze effectiveness of existing bus service and opportunities for upgraded or streamlined service.
3.6.11	LRPC PRC	7/8	Improved Multi-Use Trails Opportunities to expand bicycle capacity are needed, recognizing National Park Service can pose obstacles to increased trail width. What can staff do to open this dialogue with the NPS? It appears that increasing the width of Mount Vernon trail is a good candidate to advance from bicycle capacity issues. Would like to see this push forward with the CMO to start making progress on this item.	Staff concurs, but notes that this item is outside the scope of this planning effort. Staff will continue to work with the National Park Service the multi-use trail network at both a regional and local (Crystal City) scale.
3.6.12	LRPC AHCA	7/8	Improved Pedestrian and Bike Connections Fig 3.6.8 should be modified to zoom out and include area extending to the Pentagon Row area – need to illustrate connections to the greater neighborhood to the west.	Staff concurs. While the streets included in 3.6.8 are within the study area, staff will modify the diagrams to include more context, including more of Pentagon City.

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Comment #	Meeting/Commenter	Date	Question/Comment	Staff Response
3.6.13	LRPC	CCTF 7/8	Retail Streets and Frontages Regarding retail oriented mixed use streets, there is too much retail on too many streets; and how does this relate to the Retail Frontages recommendations?	The retail-oriented mixed use streets is a reference to the Type A street typology used in the Master Transportation Plan (which includes design guidelines for that type of street), and does not require the entire street frontage to have retail. The Retail Frontage Map (Fig. 3.9.3) presents the more specific recommendations on retail locations.
3.6.14	LRPC	E2C2 7/8	Bike Lane Specifications In street cross sections, 5 foot bike lane next to parking lane seems insufficient.	The Arlington minimum standard is 5 feet for on-street bike lanes and has proven adequate in its many applications across the County. Where additional street space is available, the County will consider wider bike lanes along with the many other potential uses for the space.
3.6.15	LRPC	PC 7/8	Pedestrian Crossing Distances In street cross sections, some of the pedestrian crossing distances appear to approach 77' – isn't this greater than our maximum width without center refuge?	The street cross sections are in mid-block locations. The actual crossing distance at the intersection would not include parking, making the cross section up to 16 feet shorter.
3.6.17	LRPC	Audience 6/9	Traffic Impacts on Neighborhood The Plan directs traffic to major arterials, which include 23rd Street, Arlington Ridge Rd., and Glebe Rd.	Staff does not concur. Strengthening the mixed-use makeup of Crystal City has an extremely positive impact on limiting additional vehicular traffic generated by Crystal City. The Plan significantly enhances transit, bike, pedestrian, and TDM systems which should enable much less per capita automobile usage. Staff has developed 24-hr weekday auto trip calculations per the Plan that show very little increase in traffic, particularly during peak periods. Most of the traffic in Crystal City on Jefferson Davis Highway (existing and projected) is through traffic. Staff concurs and will revise accordingly.
3.6.18	Email	MWAA 11/30	Description of Federal control of National Circle area The challenges with achieving the plan vision in this area are real and thus "potential" should be stricken from the sentence. The reference to repurposing is unnecessary, and MWAA controls more land than just that at 2525 Fads.	Crystal City planning efforts were supported by a multimodal transportation study, with travel demand forecasts and modeling using the Metropolitan Washington Council of Governments (MWCOG) Regional Travel Demand Model.
3.6.19	Paper	ARCA/AHC A 8/17	Sub-Regional Travel Study A sub-regional travel study (based on a regional travel model) is required to understand the traffic impacts and to form the basis for long range traffic infrastructure planning and management.	The Neighborhood Traffic Calming Program uses a street-by-street approach to perform traffic calming. Recent data indicate that only a few streets in Arlington Ridge and Aurora Highlands neighborhoods qualify for traffic calming assistance. Staff will continue to work with the community to identify any possible traffic calming projects. Discussion of Traffic Calming Program opportunities will be referenced in Chapter 4, Implementation.
3.6.20	Paper	ARCA/AHC A 8/17	Traffic-Calming Program In the 1990s, Lyon Village received traffic calming measures. No such measures are being considered for the ARCA or AHCA areas.	

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Com- ment #	Meeting/ Commenter	Date	Question/Comment	Staff Response
3.6.21	Paper ARCA/AHC A	8/17	Projected Trips The transportation study's measurement of additional 'trips' assumes residents and employees of high-density development. This baseline...fails to consider the single-family residential neighborhoods of ARCA and AHCA.	The forecasts account for regional background growth and new development planned in Crystal City. In Crystal City, planned future growth was the basis for measuring potential growth in trips. With the limited growth potential in AHCA and ARCA, any growth in trips from SF households is expected to be minimal.
3.6.22	Paper ARCA/AHC A	8/17	Projected Trips The current Plan does not explain how drivers behave when major arterial routes reach capacity. ARCA/AHCA believes that drivers will use secondary routes through the 22202 zip code. The Plan does not address the impacts of increasing load with any integrated structural plan for dealing how traffic flows.	Regarding Jefferson Davis Highway, there are no current plans to expand roadway capacity within Alexandria or the District, which bookend the Crystal City segment. While the roadway witnesses occasional congestion such as during the weekday rush hours and on weekends, it adequately accommodates travel volumes for large segments of the day.
3.6.23	Paper ARCA/AHC A	8/17	Alternative Scenarios The transportation planning efforts fail to consider alternative scenarios. It is reasonable, and standard procedures in statistical-based planning, to include sensitivity analysis utilizing multiple hypothetical scenarios to ensure that core structural determinations are sufficient and 'future-proof'.	The traffic modeling and forecasts were conducted based on County policy and practice to move people, not cars. The MWCOG regional travel model is the best available source of information. Also, the analysis was conducted on a much more robust buildup scenario of the Crystal City Plan (85%, rather than current 61%, density increase).
3.6.24	Paper ARCA/AHC A	8/17	Protection of Neighboring Residential Communities The Vision Plan includes techniques for minimizing the less desirable effects of urban infrastructure within Crystal City but fails to extend appropriate concern and consideration to ARCA and AHCA. The Vision Plan fails to include: <ul style="list-style-type: none"> • Traffic calming remedies, and ways to discourage or mitigate cut-through traffic; • Creating community entrances' at the boundaries with Pentagon City and Crystal City; 	<ul style="list-style-type: none"> • Early on, decisions were made on no new roads connecting Crystal City with ARCA and AHCA. The Neighborhood Traffic Calming Program is available to manage streets that qualify county wide on a street by street basis. • Creating community entrances or gateways at these boundaries offers opportunities for enhanced environmental conditions. Discussion of community gateway opportunities to be referenced in Chapter 4, Implementation.
3.6.25	Paper ARCA/AHC A	8/17	Reclassifying Arterial Streets Arlington Ridge Road and 23rd Street S. need to be re-designated as collector roads and alternate commuter routes have to be planned. By aiming traffic at these 'neighborhood arterials' the plan is defeating its stated objective.	New development will be governed by site plan conditions that will push for consolidated delivery and garage access, and mitigate other potential adverse impacts on the neighborhoods.
				In the Master Transportation Plan, these roadways serve as arterials streets that are part of the County's overall network. As arterials, these streets are designed and managed to accommodate through trips that should not occur on non-arterial, neighborhood streets.

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Comment #	Meeting/Commenter	Date	Question/Comment	Staff Response
3.6.26	Paper A	ARCA/AHC 8/17	Neighborhood Transportation Infrastructure Improvements No zoning changes allowing additional density in Crystal City should be allowed before a comprehensive master plan is developed and funded for all ARCA and AHCA roads, including arterials. This plan should create pedestrian accommodations and safety reflecting the latest thinking and rhetoric on balancing interests of pedestrians with other modes of travel.	The transportation analysis projects minimal to no increase in vehicular trips into and out of the ARCA/AHCA neighborhoods resulting from Crystal City growth. The County has a comprehensive traffic counting program and will continue to monitor area streets for any changes in traffic patterns and volumes, and if problems are found, action can be taken to mitigate them. Discussion of continued periodic monitoring of transportation impacts in and around Crystal City will be incorporated into Chapter 4, Implementation
3.6.27	- STAFF	12/15	Existing and Proposed Pedestrian and Bike Routes Certain recommendations illustrated in Figure 3.6.8 (page 50) are inconsistent with the latest draft of the Multimodal Transportation Study.	Consistent with County Policy, the Plan will employ its standard policy that focuses on creating complete streets that accommodate and balance the needs of all users. Diagram will be updated to reflect recommendations presented in the Multimodal Transportation Study
3.6.28	- CCTF	10/21	Recommendations for Pedestrian Bridges and Tunnels The Plan appears to be silent on recommendations pertaining to both pedestrian bridges and tunnels in Crystal City.	This section will be revised to communicate recommendations pertaining to pedestrian bridges and tunnels.
CHAPTER 3 – PUBLIC REALM (3.7)				
3.7.1	LRPC PC	7/30	Tree Boxes vs. Tree Grates, Pits, etc. The language in 1 st para., second to last sentence under 3.7.2. should exclude the phrase "utilize tree boxes", as this appears to be unnecessarily specific. This issue needs to be clarified and used consistently throughout (for instance, review page 116-17).	Staff concurs, and the plan language will be revised to refer to street tree plantings in sidewalks as either tree pits or continuous planting strips. The term "tree box" will not be used in the plan, consistent with the County's Landscape Standards.
3.7.2	LRPC E2C2	7/30	Replacing Open Space in Crystal City In the second bullet under "Open Space Planning Recommendations", the language should be clarified to make clear that new open space being provided is within Crystal City.	Staff concurs. Although, in this same recommendation the developer can also provide park facilities upgrades to existing open spaces. In that case the County should first consider park improvements to existing open spaces that within Crystal City, or then nearby public parks that are likely to be used by residents of Crystal City and surrounding areas, to help offset higher recreational demands from new Crystal City tenants.
3.7.3	LRPC CCTF	7/30	Clarifying "public" Open Space In the second bullet under "Open Space Planning Recommendations", the word "public" should be added before "open space" for purposes of clarity.	Staff concurs and will add the word "public".
3.7.4	LRPC PC	7/30	Discussion on Public vs. Private Open Space It would be useful to have more discussion that clarifies the distinction between public and private open space.	Text will be revised to further describe the roles each type plays in contributing to the livability of Crystal City.

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Comment #	Meeting / Commenter	Date	Question/Comment	Staff Response
3.7.5	LRPC	PC	Mid-Block pedestrian connections The public open space discussion should refer to Policy P6 and the desire/need for mid-block pedestrian connections, and east-west connectivity in particular. A graphic that illustrates where these connections are most desired would add value.	Staff concurs with adding a reference to Policy P6 within Section 3.7 - Public Realm, but does not agree with adding a new graphic showing these connections. Text emphasizing the goal of achieving these connections should be sufficient.
3.7.6	LRPC	CCTF	Private active recreational facilities In the fourth bullet under "Open Space Planning Recommendations", what exactly is meant by "...within the development" (regarding pools, gyms, rooftop facilities, etc.)?	The term is used for outdoor or indoor facilities on the development property that are built for private, not public, use. Placing facilities on rooftops, within courtyards or in buildings can help meet the recreational demands of the tenants and reduce the demand on public facilities.
3.7.7	LRPC	PC	Precedent Photos There are many local examples of public open spaces in Arlington that can be used, instead of distant examples.	Staff agrees. However, the intention of using photos from other jurisdictions is to inspire new ideas for Crystal City, though other local examples can also add value.
3.7.8	LRPC	CCTF	15th Street Park and Trail The proposal for a bike-path inside the park is concerning, and further reduces the usability of the proposed space.	The plan will be revised to clarify that the multi-use trail is envisioned as a meandering path for passive, bicyclist use; it's expected avid cyclists would use shared travel lanes in road.
3.7.9	LRPC	PC	Table 3.7.1 References that direct readers to section 3.3.7 to review open space concepts are incorrect.	Staff concurs. The references will be corrected and refer to the page on which the concept is illustrated.
3.7.10	LRPC	E2C2	Water Features in Open Space Consider including reference to rainwater harvesting systems for concepts for public open spaces uses (e.g. irrigation), as feasible.	Staff concurs. A subheading in Section 3.4 can be added to detail examples of rainwater harvesting systems and practices that should be encouraged.
3.7.11	LRPC	E2C2	Sustainability Elements in Open Space p.73, replace "catch basins" with "cisterns". Consider consistent recommendations for permeable paving in open spaces throughout, where feasible.	Staff concurs. "Cistern" will replace "catch basin", and permeable paving will be encouraged wherever feasible.
3.7.12	LRPC	CCTF	Façade along 23rd Street Plaza p.74, Please clarify what is meant by "building wing to north should be more 'iconic' ...".	In this case, "iconic" is intended to encourage architecture that will stand out and be recognizable. The building faces along the plaza should be designed to create a sense of place that will attract people to the site. Staff will revise the description to provide more clarity.
3.7.13	LRPC	CCTF	Underground Connection to 23rd Street Plaza p.74, Reference to space potentially providing direct entrance to the underground presumes underground would need to be extended to this location. Is this desirable and/or appropriate?	It is not necessary to have the concourse entrance directly at the plaza. In lieu of extending the underground to the new plaza, the existing access point at 23rd Street could be enhanced, along with a well-designed connection between the access point and the plaza.

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3.7.14	LRPC CCTF/PC	7/30	Water Park; Over-Programmed? p.76, Graphics and narrative suggest additional elements to this park which may crowd or clutter a currently successful park. Rather than having a free-standing structure for bike rentals, perhaps it could be incorporated into the redevelopment structure along the park's southern edge.	Staff understands the concern, and emphasizes that the illustration is conceptual. Text on this page will highlight the importance of avoiding too much clutter in the park when considering future improvements or additional uses.
3.7.15	LRPC PC	7/30	Expectations for soil depths and plant installations It could be useful to have a statement about expectations or standards used to ensure sufficient soil depth and acceptable planting methods for plant quality, especially where locations have been identified for large canopy trees in parks or plazas.	The Arlington County Landscape Standards provide detailed information for projects to follow. All future projects will be expected to meet these standards. However, staff will research examples of preferred minimum depths in cases where large canopy trees are built on top of underground structures.
3.7.16	LRPC CCTF	7/30	Long Bridge Park Esplanade p.77, How will the plans for the esplanade and the future park space at Gateway Park be coordinated? The Esplanade character should be carried until Crystal Drive for consistency in design, widths and character should be consistent.	The connection between the esplanade and Crystal Drive is planned to be built as part of the Long Bridge Park project. When improvements are made to Gateway Park its design will include plans that integrate the esplanade into the park in a coordinated manner.
3.7.17	LRPC CCTF	7/30	Crystal Park, playground p.79, What is the intended use and accessibility of this space as it relates to an existing child day care center facility? Is the playground envisioned as private, public, or one of each?	A public park is envisioned for the site. Also, child care remains important to the County, and as long as there is a care center at this location there will need to be a playground of some sort, which may or may not be part of the public park.
3.7.18	LRPC PC	7/30	Community Canine Areas What are the Plan's proposals or recommendations on future community canine areas?	The Plan will be modified to include a more general recommendation about Community Canine Areas, without noting specific locations for them. The open space recommendations table will be modified to delete specific references to Community Canine Areas.
3.7.19	LRPC PC	7/30	Public Art This section needs clarity on the goals for public art. The county has history of defining public art pretty broadly, not just referring to plop art. In actuality, county has shied away from targeting gateways as place for public art. A few specifics about particular public art initiatives in the area could make some sense. Clarify level of consistency with Public Art Master Plan.	Staff concurs. The section will be revised to add more detail and clarity on these points.
3.7.20	LRPC HC	7/30	Public Art Text could use cross-reference to "performing arts" narrative that occurs later on page 98.	Staff concurs. The section will be revised to include a cross-reference.
3.7.21	LRPC PC	7/30	Underground Wayfinding p.81, Suggest adding note to ensure clear and frequent wayfinding signage throughout the underground.	Staff concurs and will add a bullet emphasizing the need for continued effective and clear wayfinding.

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Comment #	Meeting / Commenter	Date	Question / Comment	Staff Response
3.7.22	LRPC CCTF	7/30	Underground - Continuity p.81, Does the continuous underground network need to be fully underground, or can there be instances where street crossings occur at grade if space is short.	The Plan encourages the maintenance of the underground, its adaptation to well-designed future redevelopment, and an increased interplay between the interior concourse and streetscape areas, which could allow street level crossings. In these cases, safe pedestrian crossings would be provided.
3.7.23	LRPC PC	7/30	Underground – Public Access p.81, What tools will be used to ensure that the underground is open to the public, if not through easements?	The underground is currently open to the public 24/7 with private security patrols. If it is agreed that public access needs to be protected in the future, this would be addressed at the site plan level, and may include site plan conditions.
3.7.24	email Property Owner representative – JM Zell (E. Wilcox)	6/3	Open Space #20 The "Community Canine Area" noted on page 70 at Fern and 22nd Street is a new concept that was not discussed with the Ownership or at any of the task force meetings. It contradicts the text on page 40, which describes the area as a "relaxed park setting." It seems premature to program the open space as a dog park, and locating dog parks involves a greater level of community input. We note that there are no dog parks identified on the eastern side of Jefferson Davis Highway or elsewhere in the plan area. The text on page 70 should be consistent with that on page 40, as this is in keeping with the discussions throughout the task force meetings.	Please see response to comment 3.7.18 above.
3.7.25	Phone call Property Owner rep. – (E. Wilcox)	8/13	Community Canine Areas - Specific locations for a CCA should not be included in the plan - Have a general recommendation that a CCA be built either within or just outside the Crystal City study area.	Please see response to comment 3.7.18 above.
3.7.26	LRPC Audience	6/8	Green Space Attention to green spaces is very important; this was also conveyed in comment from LRPC member, Pocket Parks are key assets.	Staff agrees that a well designed open space system is essential to the quality of life in Crystal City.
3.7.27	memo AHCA	6/7	Existing Pocket Park Page 70, table 3.7.1. The table does not show the existing pocket park on the northwest corner of 23rd St. and Eads St., nor is it included in the public open space section.	Table 3.7.1 presents proposed open spaces and their approximate sizes and design concepts. The Plan does not call for the retention of the existing 2,000 sf park.
3.7.28	memo AHCA	6/7	Open Spaces on Maps Maps on pages 85, 87, 89, 91, 95, 97 & 101 need to be corrected. These figures should show the intended "green" open spaces between Eads and Route 1 south of 26th Street for pedestrian and open space use as called for shown on Figure 3.7.2 (page 71 open spaces# 25 & #26) and correctly shown on other maps (pages 72, 74, 76, & 78).	Figure 3.7.3 shows all the proposed open spaces. The others show the open spaces that are within the "built-to-lines." They do not show all the parks because they focus on other features of the Crystal City Plan, and the exact location of the parks not within built-to-lines are subject to change to some extent.

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3.7.29	Paper ARCA/AHC A	8/17	<u>Open Spaces and Building Form</u> Vision Plan objectives should enhance green space and existing parks, play and picnic areas, benches along walkways, bike paths should be preserved, and such spaces should be expanded proportionally as density increases. The view shed for all residents should be considered, building heights scaled, and building styles of new structures adjacent to existing buildings should be consistent in style and design with the current neighborhood.	The overall approach of the Vision Plan is consistent with these thoughts. Access to light and air have been planned for and protected through careful articulation of building heights and building separation. Plan also reduces planned building heights transitioning to the neighborhood along Fern and Eads Streets. The exact styling and design of buildings are items typically addressed at the site plan review level.
3.7.30	Paper ARCA/AHC A	8/17	<u>Upgrades to ARCA/AHCA Open Space Facilities</u> Due to the increasing usage demands upon the park and open space within the Community as density increases, such facilities need to be upgraded with the infrastructure necessary to permit higher levels of utilization. Improvements could include: <ul style="list-style-type: none">• All Weather Park Infrastructure• Outdoor Arts and Performance Space• Year-Round Swimming / Aqua Facility• Pedestrian and Bicycle-Only Trails/Paths	The Plan will include recommendations that existing open spaces in ARCA and AHCA that also support the demand of people within Crystal City be considered for improvements and reinvestment over time to keep pace with increasing demands.
CHAPTER 3 – DENSITY & BUILT FORM (3.8)				
3.8.1	LRPC CCTF	7/30	Tapers and Setbacks p.86, sentence beginning "However, the massing..." needs clarification – what does this mean?	Staff will revise text to clarify. The purpose of the statement is to introduce other tools and strategies, beyond maximum building heights, that can also help shape tapers and setbacks.
3.8.2	LRPC CCTF	7/30	Gaps between Podiums p.86, Is the 40' guideline for podiums only for breaks for garage or loading dock entrances into buildings as well?	The 40' guideline is intended for breaks between podiums where they may occur along the street walls. For garage or loading dock entrances into facades, design guideline #7 on page 105 qualifies that breaks in the facade (including entrances) for vehicular ways should typically be 25 feet.
3.8.3	LRPC PC	7/30	Ensuring Tapers and Interesting Skyline Tools may be a little weak to ensure tapering in building forms, especially if there is no numerical cap on density. Thought needs to be given to how the code ensures the desired tapering.	The Plan is intended to describe what we want to achieve. Future tasks, such as Zoning Ordinance amendments, will be undertaken to ensure codification of elements that ensure that desired building tapering is achieved.
3.8.4	LRPC Audience	6/8	Building Heights The Plan's maximum heights and setbacks for the Holiday Inn site preclude future redevelopment of a new hotel on the property. Request that LRPC work with staff to look at this issue.	The maximum heights for this site were adopted as part of the Policy Directives. However, staff will consider how the unintended consequence of disincentivizing redevelopment where existing heights are reduced can be addressed.
3.8.5	LRPC PC	9/21	Tower Coverage terminology p. 90, Text should use "tower coverage" consistently rather than also using the alternative term "block occupancy". Also, use "greater and lesser" as descriptors instead of lower and larger".	Staff concurs and will use "tower coverage" only and will also use "greater and lesser" in this section.

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Comment #	Meeting/Commenter	Date	Question/Comment	Staff Response
3.8.6	LRPC PC	9/21	Approach to Penthouses p. 92, Is the treatment of penthouses addressed in the Plan or in future zoning? The goal should be for more interesting building tops that incorporate penthouse / screening more creatively (e.g EPA buildings in Crystal City).	The Plan doesn't focus on the discussion of penthouses. The treatment of penthouses relating to building height will be addressed in zoning, but the Plan makes clear the maximum heights recommended in the plan are for the limit of tenable space. Staff will consider including Plan language, perhaps within the Design Guidelines, that addresses the design of penthouses and their heights.
3.8.7	Paper ARCA/AHC A	8/17	Zoning Any change in the zoning regulations planned for Crystal City redevelopment must ensure the safety and livability requirements of all residents of the 22202 community.	As a follow up item to the plan, none of the anticipated potential zoning ordinance amendments would directly compromise the safety and livability anywhere in the County.
3.8.8	Paper ARCA/AHC A	8/17	Zoning Zoning regulations should protect our local small businesses. We urge the continuance of the existing zoning regulations that protect our 23rd Street Restaurant Row, (encompassed in the Crystal City Planning Area in the Vision Plan, but actually long a landmark in the Aurora Highlands neighborhood), in a way that allows local small businesses to prosper while preserving the neighborhood flavor that makes it unique.	The Plan provides a long term vision for this area if it ever redevelops, including continuation of small businesses, and maximum building heights of 35' along most of 23 rd Street between Fern and Eads Streets (i.e. less than the 45' currently permitted by right). Existing zoning regulations offer no direct protection of local small businesses as opposed to national chains or other uses permitted by right under "C-2" zoning. Parking, which has been identified as an issue, could possibly be addressed through the plan via the use of shared parking with nearby future site plan projects.
CHAPTER 3 – LAND USE AND USE MIX (3.9)				
3.9.1	LRPC CCTF	9/21	Existing vs. Proposed GFA / Percentages p. 94, Question raised regarding the 70%+/- increase in residential discussed on page 94 versus the 100-110% increase understood from previous materials. Please explain.	The 70%+/- refers to increase in residential GFA, while the projected increase in resident population is estimated at almost 100%. The text in the plan can be expanded to note the anticipated doubling of residential population through plan build out. A table detailing these figures are on the project website, 9/21 meeting: www.planocrystalcity.com
3.9.2	LRPC E2C2	9/21	Affordable Housing p. 94, In new text provided, narrative should be revised to state "achieving an additional 550-1,200 committed affordable housing units..." to be consistent with the Policy H5.	Staff concurs and will make this correction.
3.9.3	LRPC PC	9/21	Affordable Housing p. 94, In new text provided, should delete "Ideally" in 3 rd Paragraph, 3 rd sentence. Also, in 2 nd Paragraph, for consistency "multi-unit flats" should be changed to "multi-family units".	Staff concurs and will make these revisions.
3.9.4	LRPC PC	9/21	Affordable Housing p. 94, Discussion of diversifying housing types should be expanded to include diversity not only of types (high-rise vs. low-rise) but also sizes in terms of bedrooms, price points, and locations, etc.	Staff concurs and will revise the text accordingly.

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Comment #	Meeting/Commenter	Date	Question/Comment	Staff Response
3.9.5	LRPC	Audience	Affordable Housing The Plan suggests affordable housing could be within Crystal City or nearby. Does this include Aurora Highlands and Arlington Ridge? What is the thinking?	The goal is to achieve affordable housing in Crystal City. When this is not feasible, the idea would be to try to locate such housing nearby in Pentagon City.
3.9.6	LRPC	PRC	Retail Uses and Park Spaces p. 97, How much of the open space will be consumed or accommodated with spillover activity from retail uses – it looks like a lot. How might the kiosk policy impact plazas as well?	Basically five (or about 20%) of the public open spaces are envisioned to be mostly lined by retail uses. Retail liners can help attract human activity and interest to urban spaces, and successful Arlington examples include Courthouse Plaza, Wellburn Square, Pentagon Row, etc. Per the Zoning Ordinance, in certain districts kiosks would be permitted in publicly accessible open spaces or plazas greater than 5,000 square feet in area and contiguous to public sidewalk.
3.9.7	LRPC	PC	Retail Uses – What is the Vision p. 96, The Plan should include more information on the future types of retail envisioned. What types will be needed to support a self-sustaining, complete community? Any supporting information of relevance prepared in the Task Force process should be included in summary in the Plan. Also, a sense of the current thinking in the EDC's Retail Task Force could inform plan thinking – should be consistent.	Staff concurs, and will draw upon the highlights of the supporting retail analysis and include a brief discussion on them in the plan. Retail is not expected to be "destination", but more of a mix that supports local employee and resident populations. The vision is for Class A ground level retail along public sidewalks and open spaces, while service retailers would continue to occur primarily in the internal (Underground) spaces. The Plan will also reference the Retail Task Force paper.
3.9.8	email	CCTF	Retail Locations Page 97, section 3.9.3. The report indicates where retail locations are to be required. However, it might be helpful if the report would also indicate where such street level retail would be desirable, such as along Eads St. just north and south of 23 rd Street. This would provide greater negotiating leverage when specific site plans come in for consideration.	The Plan states that any area in Crystal City where retail is not required would in fact permit retail if it were proposed. These recommendations were also part of the adopted Policy Framework.
3.9.9	email	PRC	Cultural Resources On p.98 (3.9.4) you include a discussion of 2 black box theaters and a rectangular proscenium theater. Is the square footage shown sufficient for each of those venues? The rectangular proscenium theater may need more space than shown if the two black box theaters together require 20,000 square feet. May be worth taking a look at the numbers.	Staff agrees that the square footage for the theaters are the minimum required and that the space requirements shown in the Plan should be revised to show a size range for each theater.
3.9.10	LRPC	PC	Cultural Facilities – Estimated Space for Theaters p. 98, Is the space recommended in the Plan sufficient? Is it envisioned to replace any of the existing spaces nearby, or is it envisioned to complement existing spaces? There may be an opportunity for something greater than is being proposed.	See response to comment 3.9.9 above. Generally these new spaces are envisioned to complement existing spaces, but their ultimate construction will depend upon future market and/or community demand for such spaces.

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3.9.11	LRPC PC	9/21	Cultural Facilities/Community Services, Document Format p. 98-99, With the drafting of the new section to begin Chapter 3, will these 2 sections remain in the current location or will they be folded into the new section, or will these items be discussed in both places? Maybe cultural resources remain in this spot but community services get folded into the new section.	After trying out a couple iterations of the new sections, that approach has been dropped, making these questions a moot point.
3.9.12	LRPC PC	9/21	Cultural Facilities/Community Services p. 99, Discussion should be expanded to address schools in this context, as well as including recognition of child day care, urgent care medical facilities, and other community oriented service and infrastructure identified in adopted policies. Consideration should be given to how retailers such as CVS/Walgreens may evolve to provide medicare services to support the community.	Staff will review the language in this section and expand upon the discussion where needed to address these items.
3.9.13	LRPC PC	9/21	Community Services - Fire p. 99, Given the ability to co-locate fire stations as part of high-rise residential projects, the words "away from residential use" should be deleted from the paragraph's last sentence describing potential location criteria for siting a future station if needed.	Staff concurs, and will revise text accordingly.
3.9.14	LRPC CCTF	9/21	Above Grade Parking p. 100, The language outlining the expectations to be explored before being allowed to build above grade parking (which would be lined or screened) is a little unclear on the intent; suggest revising "strong market conditions" to "market demands" or "market requirements".	Staff concurs, and will revise the text to clarify that the Plan strongly discourages above grade parking, but would permit it as a last resort if needed to meet parking requirements, so long as it is lined or screened appropriately.
3.9.15	email CCTF	6/7	Loading along Eads St. Page 101, figure 3.9.4. All the retail loading is indicated to be placed on Eads St. in the neighborhood, however, if Route 1 is to be made into a "boulevard" it would seem natural that some of the loading be placed on Route 1 allowing more of Eads St. to be pedestrian friendly and not a service corridor.	Loading access from Jefferson Davis Highway is not an option, given safety and traffic management concerns (and VDOT control). The idea is to encourage common service driveways with loading courts from Eads St. to minimize curb cuts. The challenge to achieving this in all cases is the coordination between spaces for parks and service courts. Also, there will be a focus on attractive design and screening of service areas.
3.9.16	Paper ARCA/AHCA	8/17	Future School Demands The Vision Plan should at least project the number of additional school age children in the Community as density increases, and articulate some 'vision' for whether a new 'urban' type school housed in a high-rise will be required, whether Oakridge and/or Gunston will require further expansion, and other such fundamental planning parameters.	The Plan can provide numbers for discussion of various projections for school children, and can include some narrative about how additional student population could potentially be accommodated (either in Chapter 4, Implementation or in the relevant section of Chapter 3.)

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3.9.17	Paper ARCA/AHC A	8/17	Medical Infrastructure and Emergency Planning The Vision Plan should at least address the need for improving the medical infrastructure in the area, and developing emergency plans which will effectively manage response and evacuation needs during a crisis as density increases.	Emergency response is handled in a coordinated fashion, on a countywide basis. To support the recommendations elsewhere in the plan, the Plan will propose the use of incentives as a means to encourage desired uses like urgent medical care facilities. Text to be incorporated into Chapter 4, Implementation.
3.9.18	Paper ARCA/AHC A	8/17	Community Center Complex The Vision Plan should include a plan for physical and 'use' improvements to this complex that fosters further connectivity among Aurora Highlands, Arlington Ridge, Crystal City, Pentagon City, and the Pentagon.	Such a plan falls outside the scope of this Sector Planning effort.
CHAPTER 3 – WATER SANITARY, and STORMWATER INFRASTRUCTURE (3.10)				
3.10.1	LRPC E2C2	9/21	Policies p. 102-03, Policies, or broader goals, are needed in each of the areas in this section. The goals provided for stormwater infrastructure should be complemented with goals for sanitary sewer and water service goals. Policies S1, S2, and S3 should be co-located on the page along with this new text.	The overarching policies on sustainability are S1, S2, and S3 in the Policy Framework of the Plan. There are opportunities for identifying supporting goals on these topics tailored to Crystal City and staff will consider additional feedback from E2C2 and others in this area.
3.10.2	LRPC PC	9/21	Water Conservation p. 102-03, Water conservation is expected to be an issue of only increasing importance; there should be some language in the plan that discusses the clear direction moving forward.	Water conservation is a key element of this plan. The text can be revised to note that as older buildings are demolished and replaced with new buildings, current standards for water conservation and building performance take effect that will have significant positive impacts on water conservation.
3.10.3	LRPC PC	9/21	Water Conservation p. 102-03, Is the proper terminology "Stormwater Detention Ordinance" or "Stormwater Retention Ordinance".	Chapter 60 of the Arlington County Code is known as the "Stormwater Detention Ordinance."
3.10.4	LRPC PC	9/21	Existing versus Proposed p. 102-03, The text in this section may be formatted to separate the discussion of existing versus proposed future; this could be done by splitting the discussion of each topic into two paragraphs.	Staff concurs, and will revise accordingly.
3.10.5	LRPC PC	9/21	Solid Waste Strategies p. 102-03, This section could be expanded to include discussion around solid waste recommendations appropriate for the Plan, if needed.	Staff will confer with county staff in charge of solid waste to explore potential opportunities for establishing recommendations.

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3.10.6	LRPC	E2C2	<p>Strengthening 3.10, Water and Sanitary Sewer, (from 10/29/09 E2C2 letter)</p> <p>The following additional policies should be included and discussed relative to water and sewer system infrastructure:</p> <ul style="list-style-type: none"> • All new and redeveloped buildings should utilize the most advanced water conservation technologies for interior (toilets, faucets, etc.) and exterior (irrigation, water features, etc.) applications available at the time of construction or redevelopment. • All new and redeveloped buildings should utilize grey-water recycling for non-potable water needs, where feasible. <p>These policies are supported by narrative provided in E2C2 letter.</p>	<p><i>Staff concurs with these concepts but believes they should be added as specific recommendations to Section 3.4 Sustainable Design, in support of Policies S1, S2, and S3.</i></p> <p><i>Much of the narrative to be included within section text.</i></p>
3.10.7	LRPC	E2C2	<p>Strengthening 3.10, Stormwater, (from 10/29/09 E2C2 letter)</p> <p>The following additional policies should be included and discussed relative to storm sewer system infrastructure:</p> <ul style="list-style-type: none"> • Redevelopment of Crystal City shall achieve at least a 10% reduction in impervious surface in Crystal City. • New and redeveloped buildings should incorporate the best available technology at the time development occurs for green infrastructure and low impact development. • All redevelopment shall include retrofits to the best available pollution control technology. <p>These policies are supported by narrative provided in E2C2 letter.</p>	<p><i>Staff concurs with the concepts in the 2nd and 3rd bullets but believes they should be added as specific recommendations to Section 3.4 Sustainable Design, in support of Policies S1, S2, and S3.</i></p> <p><i>Staff believes the first bullet is adequately addressed in the revised text for this section.</i></p> <p><i>Much of the narrative to be included within section text.</i></p>
3.11.1	LRPC	CCTF	<p>CHAPTER 3 – DESIGN GUIDELINES (3.11)</p> <p>Figure Cross References</p> <p>p. 104, references to figure 3.7.4 should be changed to 3.8.5</p>	<p><i>Staff concurs, and will revise accordingly.</i></p>

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3.11.2	LRPC	CCTF 9/21	<p><i>List of Questions on Guidelines</i></p> <p>M. Bonanno provided a memorandum (on 10/16/09) with comments and questions, summarized by staff and responded to as follows (full memo provided to LRPC separately):</p> <ul style="list-style-type: none"> In the context of many of the design guidelines, variations should be encouraged to facilitate creative architecture, recognize differing and unforeseen circumstances. Upper level setbacks should not be required. <p>• Guidelines vs. Requirements: Because the possible redevelopment sites are confined by conditions on adjacent properties that will remain in place, wider streets, and open spaces, there is limited area to achieve both the proposed setbacks and practical, economically viable, building layouts. Applying the design guideline requirements limit or eliminate economic feasibility for projects.</p> <p>• Guidelines vs. Requirements: The design guidelines themselves are not necessarily requirements. The first two paragraphs on p. 104 differentiate between design standards and design guidelines. However, given LRPC feedback, staff will revise this section to more clearly communicate the intended purpose and role of design guidelines, and to note that some of the guidelines would be recommended for consideration as part of future Zoning Ordinance amendments. The new section will emphasize that guidelines should be considered in the design process in order to achieve consistency with the Plan's overall vision, but are not necessarily required unless included with the Zoning Ordinance – the intent is not to have the guidelines be so onerous as to preclude economic feasibility of projects.</p>	<ul style="list-style-type: none"> Several comments and questions pertain to how the Plan is to be used in the context of reviewing future development proposals. Section 1.3.2 of the Plan on page 21 speaks to this. Specifically, it notes that as a guide, it provides the guidance necessary to: <ul style="list-style-type: none"> ✓ Amend the GLUP ✓ Amend the Zoning Ordinance ✓ Amend the MTP ✓ Evaluate future development proposals for consistency with the vision of the Plan

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3.11.2 cont'd	LRPC CCTF	9/21	<p>•Conflicting/Unclear Information:</p> <p>On several occasions information in the design guidelines are inconsistent or unclear in their application when various conditions may exist; examples include (item # from memo):</p> <ul style="list-style-type: none"> • D). Conflicts between sidewalk dimensions in the street sections and Public Sidewalk Frontage diagrams; • F). Multiple forms of guidance when building frontage has both an architectural feature and bulk plane height restriction; • G). Multiple forms of guidance when frontages are adjacent to open space (which calls for major street setback) and minor streets. • L). Clarity is needed on the intent and requirements of Point 13 of Section 3.11.1 Building Massing. <p>•Site Specific Comments:</p> <p>The memorandum presents a detailed list of specific comments and questions on the overall design guidelines and their application to specific sites.</p>	<p>•Conflicting/Unclear Information:</p> <p>Staff will revisit these sections of the Plan to develop new/revised language that clarifies how these situations would be treated.</p>
3.11.3	LRPC CCTF	9/21	<p>Figure Cross References</p> <p>p. 108, references to figure 3.12.2 should be changed to 3.11.2.</p>	<p>•Site Specific Comments:</p> <p>These site-specific comments (A, B, C, E, H, I, J, K, M, and N) are most appropriately addressed either in the Phased Development Site Plan or Final Site Plan levels of review.</p>
3.11.4	LRPC PC	9/21	<p>References to Compliance with ADA Guidelines</p> <p>p. 110, language should be revised to state: "principal entrances for all new retail should be located on a street frontage and be designed to be compliant with the ADA Accessibility Guidelines (ADAAG)."</p>	<p>All site plan projects are subject to standard site plan condition language requiring compliance with all federal, state, and local laws, including the Americans with Disabilities Act.</p>
3.11.5	LRPC PC	9/21	<p>Exemptions to Clear Zone Requirements and Minimum Clear Heights</p> <p>p. 110, There is an apparent discrepancy regarding features above the sidewalk being a required minimum of eight feet (#3) versus ten feet (#5) above the sidewalk. Please clarify.</p>	<p>Both specifications should refer to 10 feet above finished grade as the minimum, or the condition needed to be exempt from clear zone width requirements, to be consistent with the Sign Placement requirements of the Zoning Regulations.</p>
3.11.6	LRPC PC	9/21	<p>How Do Marquees Impact Clear Zone</p> <p>p. 110, Clarity is needed around the language in #3, and how marquees impact the width of the clear zone if they are an overhead feature.</p>	<p>Staff will clarify the language to distinguish between horizontal and vertical dimensions and indicate that such elements "should not narrow width of Clear Zone by more than 2 feet"</p>
3.11.7	LRPC PC	9/21	<p>Impact of Building Frontage Elements (Residential) on Clear Zone Widths</p> <p>p. 111, While supporting potential for landscaping areas and frontage elements, a key priority is maintaining adequate clear zone width for all sidewalks.</p>	<p>Staff concurs and supports achieving or maintaining at least the minimum clear zone widths specified in the Plan.</p>

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3.11.8	LRPC PC	9/21	Lobby Entrance Accessibility P. 111, Text in #2 should be expanded to note that entrances should be fully accessible design consistent with ADAAG.	<i>Please see response to 3.1.4 above</i>
3.11.9	LRPC PC	9/21	Location of Café Zones p. 112-114, While noted in the text on page 114, the graphics with café zones should include a note on them saying such zones could also be located in the landscape zone, and/or an alternative diagram should be used to illustrate that condition.	<i>Staff concurs and will add clarifying notes to the relevant graphics.</i>
3.11.10	LRPC PC	9/21	Tree Box Entire Document, All references to "Tree Boxes" should be replaced with "Tree Pits" throughout the document text and in all pertinent graphics or figures.	<i>Staff concurs, and will revise accordingly.</i>
3.11.11	LRPC E2C2	9/21	Street Lighting While the Carlyle light type is specified, the text should clearly state the need for Dark Sky compliant fixtures.	<i>Staff is focused on improving the overall performance of County and Dominion owned street lights with an emphasis on improving energy efficiency and reducing maintenance and life cycle costs. This strategy can be included in the Plan.</i>
3.11.12	LRPC PC	9/21	Materiality of Landscape Furnishings p. 117, There is language recommending against the use of plastic tables and chairs. Does this limit the use of recycled materials?	<i>The intent was to discourage cheap and flimsy plastic furnishings. The language will be revised to encourage the use well-designed and durable furnishings of recycled plastics.</i>
3.11.13	LRPC PRC	9/21	Street Tree Recommendations p. 188, What are the qualities of the Gingko that make it a suitable street tree, given its challenges in achieving significant canopies? Also, the scientific name of Platanus Occidentalis is not matched correctly with the Common Name (it should be American Sycamore). Please clarify which one is intended and make consistent.	<i>Ginkgo trees are nearly pest-free and resistant to storm damage. They are a durable street tree where there is enough overhead space to accommodate the large size, even in confined soil spaces. Ginkgos tolerate most soil, including compacted, and alkaline, and grow slowly up to 75 feet. The tree is easily transplanted and has a vivid yellow fall color.</i>
				<i>Platanus Occidentalis is the scientific name for the American Sycamore. London Plane Tree is a hybrid between American Sycamore and possibly the Oriental Plane Tree, and it is known as Platanus acerifolia (sometimes Platanus x acerifolia or P. x hybrida). London Plane Tree is proven to be a better tree for the urban environment (street tree), and the Plan will be clarified to reflect that.</i>

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CHAPTER 4 – IMPLEMENTATION				
4.1	LRPC	CCTF	12/9	<p>Parameters for PDSPs</p> <p>The recommendation for full-block, joint PDSP applications is problematic, particularly where ownership is highly fragmented; the County may need to be proactively involved in bringing owners together, and flexibility for less than full-block PDSPs is needed in certain instances. The intent should only be to ensure the proposed improvements of one landowner do not preclude others from meeting the plan objective.</p>
4.2	LRPC	PC	12/9	<p>Open Space Symbol on GLUP</p> <p>Regarding the open space triangle symbol on the GLUP, other options should be considered for how to clearly convey that all open spaces in the Plan are equally important to achieve. Having just one triangle symbol on the GLUP without any clarifying text seems inadequate.</p>
4.3	LRPC	PC	12/9	<p>Affordability by Design and Accessibility Guidelines</p> <p>More information is needed on “affordability by design” and “accessibility guidelines.” Examples of how affordability by design could be achieved would be helpful.</p>

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4.4	LRPC	PC	Using the County's Then Current Standards Consider adding a caveat to this section, (and perhaps others) that says "Use the County's most current practice. As of 2010, the standard is..."	Staff will consider whether identifying the current requirements in #5 is appropriate since they exist in the Zoning Ordinance, and if ever revised the Plan's language would then be outdated.
4.5	LRPC	CCTF	On-Site vs. Off-Site Units Text should clarify that units may be provided off-site, as stated in the Policy Framework.	Staff concurs and will revise accordingly, while stating a preference for on-site whenever possible.
4.6	LRPC	CCTF	Using Other Tools for Affordable Housing Consider additional language to explain the tools listed in #9, and consider whether other tools may be added to this list.	Staff concurs and will consider additional text to clarify the discussion in this section.
4.7	LRPC	PC	Target Goal for Affordable Housing Units in Crystal City In the context of all of the Plan's goals, we should reexamine the number of affordable units we actually believe can be achieved through the Plan.	Policy Directive H3 establishes a goal of achieving between 550 and 1,200 more committed affordable housing units in the Crystal City Planning Area through Plan build out. The range is based on varying assumptions of how the Affordable Housing Ordinance could be applied to future development in conjunction with future development in Crystal City. 1,200 units could be achieved if every portion of affordable housing contributions generated by the Ordinance and negotiated through bonus density were met through provision of units in Crystal City. Provision of 550 units in Crystal City would be supplemented with an amount of cash that combined would roughly equal the value of the 1,200 units without any cash reserve. In this context, this aspirational goal, presented as range, is still relevant as a general target.
4.8	LRPC	PC	Parking Requirements and Family-Sized Units With regard to parking requirements, flexibility should be considered for residential building parking ratio maximums when a project has many larger, family-sized units.	As the Plan does not include a maximum parking ratio for residential development it already builds-in the flexibility needed to provide more spaces in such circumstances. The County MTP will continue to guide such decisions. Also, current research shows 20% of households in Arlington's Metro corridors do not own an automobile.
4.9	LRPC	E2C2	Bicycle Lane Couplets and Sharrows: Sharrows could be explored where one-way bicycle lane couplets are proposed in order to provide bi-direction bicycle facilities on the same street.	A bicycle lane couplet approach for portions of Crystal Drive and Clark Bell is recommended given the limited available dimension and competing facilities, and the overall goal of creating a "complete street" environment on both streets. However, in future design efforts, sharrows could be explored as a potential option if adequate dimension exists.
4.10	LRPC	PRC	Four Mile Run Trail Connections Connection to Four Mile Run trail should be added to the language in #17.	Staff concurs and will revise accordingly.

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4.11	LRPC	PRC	12/9 Tree Canopy Coverage The Implementation actions do not include mention of tree canopy coverage.	Staff recognizes this and will consider a new action item that speaks to recommendations to: 1) pursue street tree planting in the near term in areas where near- or mid-term redevelopment is not envisioned and 2) maximize opportunities to increase the number of trees planted in streetscape and public open space locations with each redevelopment project.
4.12	LRPC	PRC	12/9 Long Bridge Park – Phase I How is the County ensuring the construction of the 1 st piece of Long Bridge Park (Esplanade) continues through to Crystal Drive?	As part of Phase 1, the Esplanade connection to Crystal City at 12 th Street and Crystal Drive is included in the project construction documents, is funded, and will use existing County easements for access.
4.13	LRPC	PRC	12/9 Surrounding Parks- Types of Potential Improvements Language about improvements to parks should not pre-judge "larger scale" facilities.	Staff concurs and will revise accordingly stating that those facilities should undergo examination to determine if and/or what improvements should be pursued.
4.14	LRPC	PRC	12/9 Linkage between Center Park and 2121 Crystal Dr. Phasing For #21; should mention the Policy Framework linkage between open space at 2121 Crystal Dr and the Center Park.	Staff concurs and will revise accordingly as an example.
4.15	LRPC	PC	12/9 Access to Private Building Facilities For #23; regarding public accessibility to private building amenities, this should be re-framed as something to explore, rather than a stated preference or expectation.	Staff concurs and will revise accordingly.
4.16	LRPC	AHCA	12/9 Achieving Center Park A more specific strategy is needed for how Center Park will be achieved.	Staff will consider adding an implementation action item that directs staff to study this issue further after Plan adoption to develop a strategy or number of potential strategies, potentially in the context of broader open space policy, practice, and tools.
4.17	LRPC	CCTF	12/9 "No Net Loss" Idea Reference to no net loss of open space at any point conflicts Task Force discussions and the Policy Framework.	Staff concurs and will revise accordingly.
4.18	LRPC	PC	12/9 Community Infrastructure Section is missing mention of civic infrastructure, urgent care facilities, polling places, schools, and the commercial needs of Crystal City as a complete neighborhood.	Staff concurs and will incorporate language in this section discussing these elements. The Community Services section of Chapter 3 will also be expanded to more fully describe these community elements.
4.19	LRPC	PC	12/9 Schools A new item should be considered that discusses monitoring school populations, developing baseline for number of students, and being proactive in planning for future needs.	Staff concurs and will include an action item that discusses continued monitoring of evolving school populations, and planning proactively for facilities into the future etc.
4.20	LRPC	CCTF	12/9 Crystal City BID In the discussion of the BID, there is some ambiguity about what tasks are being envisioned for the BID (or other parties) to take on in the future; please clarify. The BID should continue to focus on the critical job of marketing and showcasing Crystal City.	Staff will revisit the language to remove ambiguity or confusion regarding the BID's current tasks, and will speak more generally in nature about continuing their efforts into the future.

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Comment #	Meeting/Commenter	Date	Question/Comment	Staff Response
4.21	LRPC E2C2	12/9	Sustainability Actions Chapter 4 is lacking any actions specifically relating to the sustainability or water, stormwater, sewer recommendations earlier in the Plan.	As with other topics, the goal is not to repeat all the recommendations from earlier chapters but to present more action oriented items. However, staff will consider the inclusion of several sustainability related implementation actions in Ch. 4.
4.22	LRPC CCTF	12/17	Timing of Infrastructure The text should describe how the Plan will ensure the County follows through with necessary infrastructure when needed to facilitate individual redevelopment projects; • The chapter should clarify the public-private partnership aspect to fund infrastructure elements collaboratively. • PDSPs could include financing work plans as part of approvals, to add a level of certainty on timing of infrastructure. • Joint County-Developer Agreements are a potential tool to consider, where a developer builds infrastructure w/ redevelopment and the County reimburses them over time.	Staff concurs and will include additional text describing these points. Creating a special section of the Capital Improvements Program (CIP) for projects in Crystal City should help. Text can be added to describe the public-private partnership nature of the infrastructure improvements. The County could also possibly explore Joint County-Developer Agreements and other tools not in the plan.
4.23	RPC PC	12/17	Site Level and Plan Level Improvements The text should have more clarity in using a categorical approach to distinguish between expectations for projects earning up to the maximum base densities versus density above and beyond the base. • On affordable housing, clarity is needed to distinguish between requirements per the ordinance versus negotiations for density above the base density. • Major utility relocations in street rights of way should be considered plan-level improvements.	Staff concurs and will revise the text to clarify. The intent is to indicate that "site-level improvements" are typical expectations for achieving site plan base densities per the GLUP, while "plan-level improvements" are generally above and beyond; however "plan-level improvements" could be achieved through provision of community benefits to earn above the base densities. • Text will clarify that affordable housing requirements will be based on: 1) the Zoning Ordinance; and 2) potential negotiations for density above the base. • Treatment of utility relocations will depend on specific site plan filings, since in some cases there will be utility relocations costs standard as part of constructing site plans, while in other cases relocations would be part of base county infrastructure costs.

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4.24	LRPC	PC/CCTF	12/17 Implementation How does the plan ensure consistent focus w/ following up on recommended public improvements, such as the achievement of Center Park (are there trigger mechanisms)?	The recommendation to create a special section of the CIP for Crystal City for a 6-year period, to be updated every 2 years, will maintain priority and focus. As suggested, text can be added to suggest major property owners in Crystal City are included in related discussions to ensure planned improvements reflected in the CIP are timed accurately with specific private redevelopment projects. Also, an item can be included in the implementation chapter that recommends a follow up task of developing a more detailed strategy to achieve Center Park in a timely fashion.
4.25	LRPC	PC	12/17 Clarifying Open Space Improvements Text should better distinguish between land area reserved for open space and the costs associated with build-out of such spaces.	Staff concurs and will add language that clarifies the distinction between these elements.
4.26	LRPC	PC	12/17 Economic Analysis Information Request for information for future Planning Commission meetings to include economic analyses illustrating estimated rates of return and a breakdown between real estate and all other taxes.	Staff will provide the outputs and summary presentations of the economic analysis prepared in tandem with the planning process. These documents are available online at www.plancrystalcity.com , posted under the Oct. 7, 2007 Task Force meeting.
4.27	LRPC	PC	12/17 Density Exemptions For item #32, confirm whether density exemptions or exclusions will still be used by the County.	There are no issues with using density exemptions.
4.28	LRPC	PC	12/17 Interim Illustrative Plan at 2030 A snapshot of the illustrative plan in 2030 would help show the improvements factored into the economic analyses in Chapter 4.	While staff understands the visual aid such a graphic would provide, such a phasing graphic may imply a false sense of certainty regarding the sequential build out of the Plan. Even though the economic analysis included assumptions about individual projects taken on in the first several phases, the goal was to understand the anticipated costs in order of magnitude, not to lock-in specific projects for a given timeframe, as they will depend upon the timing of private redevelopment.
4.29	LRPC	CCTF	12/17 Tear-Down Credit Any reference to using a Tear-Down Credit is missing from the text in Chapter 4.	The tear-down credit is included in Policy Directive D3 in Section 2.3 of the Plan, and is still a relevant potential tool to encourage redevelopment consistent with the Plan.
4.30	LRPC	CCTF	e-mail (re 12/9) Conforming to Design Guidelines or Vision? The text should be changed to state that projects will be expected to conform to the design guidelines established in the plan (instead of the vision). There is concern that the Illustrative Concept Plan will be interpreted very narrowly and understood as the exact scheme that must be followed.	Staff does not concur. As used in the plan, the term 'vision' is in reference to the broader character and sense of the type of place the Plan envisions Crystal City as in the future. The Illustrative Concept Plan is introduced and reinforced on several occasions with a disclaimer that clearly states that the illustrative plan is just one possible buildout scenarios, among many.
4.31	LRPC	CCTF	e-mail (re 12/9) Delete action item to adopt the plan. This section doesn't seem to fit into this chapter and should be deleted. The purpose of this plan goes far beyond the few items listed.	Staff sees County Board adoption of the Plan as a key, first implementation action, in that it affirms the Plan and its recommendations as adopted County policy and planning guidance.

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4.32	LRPC	CCTF e-mail (re 12/9)	Dedication of space for roads, parks, or plazas This bullet approaches the above dedication of items often as site level improvements. In Crystal City these types of contributions will often be beyond what is typical in a site plan, and should qualify as extraordinary community benefits.	Similar to the approach on utility undergrounding, these types of elements may fall under either/both categories depending on the project. In many instances, where County plans have laid out schemes for streets or open spaces in an area to be developed, sometimes provision or accommodation of these items are expected as a part of doing business. Additionally, different levels of control (fee simple ownership vs. easement) will factor into how they should be treated.
4.33	LRPC	CCTF e-mail (re 12/9)	Achieving Public Open Space Sizes This language states "spaces not defined by built to lines have greater flexibility in their location, but not size." This is inconsistent with Policy P1 that states "in accordance with general size outlined in the Open Space inventory table", and Attachment 3 – Map 8 which has a footnote defining the stated size as "Estimated target size subject to refinement".	The point of this language was one of comparison between public open spaces defined by build to lines vs. those that are not, and how rigid the location of the spaces are as shown in the plan. It was not meant to imply that spaces not defined by build to lines have lesser flexibility in size. Per the adopted policy language, the expectation is for all future public open spaces to generally meet the target sizes listed in the Plan.
4.34	LRPC	CCTF e-mail (re 12/9)	Clarity around "public open space" All references to open space should state "public" open space to be consistent with Policy P2.	Staff concurs, and will revise text to more consistently use the term, public open space.