



**County Board Agenda Item
Meeting of September 25, 2010**

DATE: September 23, 2010

- SUBJECTS:**
- A. Adoption of the Crystal City Sector Plan;
 - B. GP-320-10-1 Adoption of General Land Use Plan (GLUP) Amendments for the Crystal City Metro Station Area; and
 - C. Adoption of Master Transportation Plan (MTP) Amendments for the Crystal City Metro Station Area, including the Street Typology Map, Bike and Trail Network Map, and Transit Network Map.

C. M. RECOMMENDATIONS:

- 1. Adopt the attached resolution (Attachment 1) to adopt the Crystal City Sector Plan);
- 2. Adopt the attached resolution (Attachment 2) to approve the General Land Use Plan Amendments for the Crystal City Metro Station Area; and
- 3. Adopt the attached resolution (Attachment 3) to approve the Master Transportation Plan Amendments for the Crystal City Metro Station Area, including the Street Typology Map, Bike and Trail Network Map, and Transit Network Map.

ISSUES: Based on discussions subsequent to the County Board’s authorization to advertise, documentation attached to the end of the report depicts the final proposed changes to the draft 2.0 of the Crystal City Sector Plan. If adopted, these final proposed changes would be incorporated into a final published version of the Crystal City Sector Plan. While a number of editorial revisions are suggested throughout, the primary remaining areas for discussion and review include transportation and traffic concerns (including the Crystal City Potomac Yard

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Transitway and Route 1 Corridor Streetcar); public open space, infrastructure financing plan; affordable housing; assurances on the timing of community improvements; triggers for community services; community benefits associated with bonus density; and flexibility on building heights for a few sites with major height reductions.

SUMMARY: The Crystal City Sector Plan 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. With a planning horizon of 2050, the Sector Plan addresses future land use (including housing affordability and diversity); 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 builds upon and is consistent with the Policy Framework and Illustrative Concept Plan that the County Board adopted for this plan in December 2008, and includes supporting narrative and guidance to form a complete, long range planning document. 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 future growth in Crystal City.

In more fully articulating the details surrounding the above strategies, this Crystal City Sector Plan will serve as a long range planning guide for the community to reference when considering future reinvestment and development proposals in Crystal City. Adoption of the Sector Plan would not in and of itself modify any entitlements or development rights that exist at the time of Plan adoption; rather, it communicates a preferred vision for the type of development the County would like to see achieved through future phased development site plans and final site plans. In combination with this Sector Plan, subsequent Zoning Ordinance amendments implemented post plan-adoption will be needed to allow for much of the envisioned growth. Such amendments would include provisions for how increased density above 2008 maximum planned densities anticipated by the General Land Use Plan may be achieved, to fulfill the vision of the Sector Plan. The Sector Plan communicates the types of improvements that are envisioned both at a site-specific and area-wide level; as appropriate, specific site plan conditions for future development projects will address the timing of those improvements.

The proposed General Land Use Plan and Master Transportation Plan amendments are consistent with the proposed Sector Plan recommendations. If the County Board adopts the Sector Plan, these 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. As currently proposed, the General Land Use Plan amendments include changes to the map and booklet, and the Master Transportation Plan amendments include changes to the street typology, bike and trail network, and transit network maps. Based on citizen and stakeholder comments received since the authorization to advertise public hearings on the Sector Plan, this report includes exhibits that document these comments and provide proposed changes to the Sector Plan where applicable.

In this report, staff is recommending the County Board take three specific actions. First, staff recommends that the County Board adopt the resolution (Attachment 1) to adopt the Crystal City Sector Plan (Exhibit 1-A), inclusive of proposed changes detailed in Exhibit 1-B. Second, staff recommends that the County Board adopt the resolution (Attachment 2) to approve the proposed General Land Use Plan amendments for the Crystal City Metro Station Area (Exhibits 2-A and 2-B). Third, staff recommends that the County Board adopt the resolution (Attachment 3) to approve the proposed Master Transportation Plan amendments for the Crystal City Metro Station Area, which includes amendments to the Street Typology map (Exhibits 3-A through 3-D), Bike and Trail Network map (Exhibits 3-E and 3-F), and Transit Network map (Exhibit 3-G).

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 area's first site plan was approved in 1961, more than 85 site plan buildings and nearly 25 million square feet of development have been built in the Crystal City Metro Station area.

Today, Crystal City is a mixed-use, high density neighborhood that includes Arlington's largest commercial office district and hotel sector. Given its proximity to the Pentagon, much of its office space has historically been leased to the General Services Administration and occupied by federal government workers in various agencies, as well as to contractors that support these agencies. With its many multifamily residential buildings, the area is also home to more than 8,000 residents, who enjoy convenient access to the region provided by its robust multimodal transportation network. Much of existing Crystal City reflects a "towers in the park" form with groupings of buildings rising from a one-story podium base, linked with internal pedestrian corridors and retail services. In many areas the streets, sidewalks, and public realm do not effectively create a vibrant and attractive urban environment. Recent changes to create new and improved street-fronting retail and streetscape environments, as well as the diversified efforts of the Crystal City Business Improvement District (created in 2006) have brought significant visible benefits to the neighborhood, creating much-needed momentum for continued improvements.

In 2005, the Base Realignment and Closure Commission developed recommendations, which ultimately became law, that will lead to the 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 by September 2011. These relocations are expected to reduce demand for leased office space in Crystal City, which reduction could be compounded by the loss of any Arlington-based contractors that choose to relocate to 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.

Adoption of Crystal City Sector Plan, General Land Use Plan Amendments,
and Master Transportation Plan Amendments
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Arlington responded to these recommendations through a County Base Realignment and Closure Commission Transition Task Force that recommended initiating a community process to develop a plan for Crystal City.

The principal objective of this Crystal City planning effort is to develop a plan that advocates a future vision for Crystal City while helping to expand 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 (an invitation for a seat on the Task Force was declined by the Arlington Ridge 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 charged with reviewing and commenting on the development of a Policy Framework and Illustrative Concept Plan, which was adopted by the County Board in December 2008.

The adopted Policy Framework and Illustrative Concept Plan provided the foundation for the subsequent 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 as 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. These discussions included former Crystal City Task Force members and representatives of other interested stakeholders, including residents of Arlington Ridge Civic Association, the Housing Commission, and Environment and Energy Conservation Commission. Feedback from these discussions helped to refine the final draft Crystal City Sector Plan, including proposed 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. Below is an overview of the major chapters of the Sector Plan and the areas of continued stakeholder and staff discussion and review directed towards achieving greater consensus on the Sector Plan, followed by discussion of the associated General Land Use Plan amendments and Master Transportation Plan amendments.

A. Crystal City Sector Plan:

The Crystal City Sector Plan 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 public open 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 planning recommendations that address 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 is primarily based upon the Policy Framework and Illustrative Concept 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 consistent with and supportive of the policy framework. This Sector Plan has been developed with additional community input, and represents the culmination of this planning effort for Crystal City.

The proposed Crystal City Sector Plan 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. It was also recognized that if executed wisely and strategically, this planning effort could 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 preferred vision for Crystal City.

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 adopted illustrative concept plan. Specific recommendations pertaining to land use; transportation; public open space; sustainability and green building practices; density and built form; infrastructure; affordable housing; 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 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, without repeating 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.

Areas for Discussion and Review

The proposed Sector Plan has been prepared as part of an open, community process with feedback and input from a planning Task Force, a variety of advisory groups (as discussed later in this report), and other stakeholders and the general public. Listed below are brief synopses of the more substantive items raised most recently in the process, in particular at the July 13, 2010, County Board meeting, along with discussions on how they've been addressed. A complete list of comments and associated staff responses and proposed changes to the Sector Plan can be found in Exhibit 1-B.

Transportation and Traffic Concerns: A comprehensive multimodal transportation study was conducted for the development forecasted in the Sector Plan. The study inventoried existing conditions, projected future trip generation, and identified recommended improvements to the overall transportation network. Concerns regarding additional traffic for areas within and surrounding Crystal City were frequently raised throughout the process. However, the transportation study projected that with targeted infrastructure improvements and careful management of trip demands, the area's transportation infrastructure would accommodate the planned growth. In addition, the transportation modeling and analysis was done on an earlier, more robust version of the plan that assumed 43.3 million square feet of development by 2050 instead of the current plan that envisions 38.3 million square feet by 2050.

Residents in the area are concerned that the growth envisioned in the Sector Plan would create additional traffic congestion and overwhelm the transportation network. However, the overall findings of the transportation study contrast markedly with this concern. The transportation strategies integral to the study focus on balancing projected increases in demand among all modes. As an example, a key element of balancing future trips will

involve the management of the share of single occupancy vehicle commuting trips for office employees, and to reduce this share from 40% today to around 33% in 2030, which is a realistic target based on current and anticipated trends. Additionally, the travel demand forecasting indicates that no street will have over a five percent increase in daily traffic through 2030, since the majority of new trips will be accommodated through transit (Metrorail, streetcar, commuter rail and bus), walking, bicycling, and carpool/van pool arrangements. Expanded telework options (based on current trends) will also reduce the need for travel at peak periods. Achieving this balanced distribution of trips by mode will be possible through continued application of transportation demand management policies, strategies and programs for all new site plan development (this is in contrast to most of the development in Crystal City today that predates the County's transportation demand management (TDM) policy and therefore lacks any TDM program). Additionally, future improvements to the Crystal City streets will include facilities that promote walking, biking and transit, which will help achieve the necessary mode split. Significant investments in a surface transitway that will connect the areas between the Pentagon City Metro Station and the Braddock Road Metro Station in Alexandria will also be critical to providing a balanced transportation system.

Evidence of Successful Transportation and Land Use Connections: In Arlington, different development types and building forms can have dramatically different outcomes regarding site-based vehicle trip generation. Arlington's transit-oriented multi-family housing in the Metro Corridors has been shown to produce very few home-based vehicle trips during a typical 24-hour weekday period. Households in the Metro Corridors made between 2.2 and 2.7 total vehicle trips in a 24 hour period (the Jefferson Davis Corridor was at the lower end of the range). Approximately 50% of those trips were home-based, or 1.1 to 1.35 in a 24-hour weekday period. Average housing unit size is assumed to be 1,000 square feet including common areas. For office development, Crystal City had the lowest single occupant vehicle commute share in Arlington at between 40 and 41%. Assuming 4 office workers per 1,000 sf of space and a 90% daily attendance (due to vacations, holidays and telework), 1,000 sf of occupied office space yielded 1.4 – 1.5 commuting vehicle trips. The Crystal City Plan calls for the gradual reduction of vehicle trips for both residential and office uses based on transportation demand management plans/services, parking management and investments in infrastructure.

At the other end of the vehicle trip production spectrum, auto-oriented retail service uses have exponentially higher site-based vehicle trip impacts. An auto-oriented fast food restaurant with drive through window can yield 500 or more vehicle trips per 1,000 square feet of development in a 24 hour period. Auto-oriented convenience stores (ex. 7-11), and multi-pump gas stations can have similar or greater site-based vehicle trip production impacts. Of particular relevance to the Crystal City Sector Plan study area is that all three of the above-referenced uses are presently located between South Eads Street and Jefferson Davis Highway south of 23rd Street.

Alexandria's North Potomac Yard Small Area Plan: The May 2010 approval of the North Potomac Yard Small Area Plan by the Alexandria City Council has generated discussion

around additional traffic concerns. The City's plan for the area approved, with phasing limitations, up to 7.5 million square feet of mixed-use development for Land Bay F, which is currently occupied by the retail development at Potomac Yard Center. Although the transportation study for Crystal City was conducted prior to the adoption of Alexandria's plan for North Potomac Yard, as noted previously, the traffic analysis for the Sector Plan was based upon a higher density than the current plan before the Board. Future efforts to plan and design the Route 1 Corridor Streetcar will require an updated comprehensive traffic analysis for purposes of project environmental documentation, which will account for the full development potential now envisioned for Land Bay F. Furthermore, much of the development envisioned in the City's plan for Land Bay F is predicated on the assumption that a new infill Metrorail station will be built to serve the neighborhood, and in fact, without this Metrorail station, the full 7.5 million square feet of development cannot be realized. To ensure that the necessary transit infrastructure will be in place to serve the planned development, specific limitations on future development phasing stipulate that only two million square feet of development (including the approximately 600,000 square feet of existing retail on-site) can be approved preceding the Metrorail station, and the remaining 5.5 million square feet of development can only be approved for construction after the bond for the station has been issued and station construction has begun.

Monitoring of Traffic Conditions and Potential Mitigation: With further regard to the potential traffic concerns introduced above, the Sector Plan directs traffic to major roads and avoids street designs that increase cut-through traffic into adjacent single-family neighborhoods to prevent or limit any resulting notable changes in traffic patterns. However, to ensure adequate protection from potentially adverse traffic impacts, the County will continue to regularly monitor trip growth 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 will 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, and will be incorporated into the proposed biennial tracking report on community improvements and performance. In instances where traffic patterns change significantly as a result of development in Crystal City, 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.

Crystal City Potomac Yard Transitway and Route 1 Corridor Streetcar: The primary issues raised regarding future transit in Crystal City involve clarifying the timing and transition between an interim busway and ultimate streetcar, and providing the most current information on coordination efforts with the City of Alexandria on these projects. The proposed Crystal City Sector Plan includes a recommendation to build a Route 1 Corridor Streetcar system to provide high-capacity, frequent, surface transit to serve development in the Jefferson Davis Corridor. Prior to the construction of the streetcar, County efforts are currently underway to implement the interim Crystal City Potomac Yard Transitway as a high-frequency bus system with an initial operable segment serving Crystal City and the County's Potomac Yard neighborhood. It is currently anticipated that this initial segment

could be operational by 2012. At the same time, the County is beginning to undertake the planning and design of a streetcar system, and in September 2010 issued a request for proposals for environmental and transportation planning work related to the streetcar. In the spirit of continuing the joint County-City nature of the transitway project, the request for proposals was issued with the option to include the Alexandria portion of the area to be served by the Crystal City/Potomac Yard Transitway as part of the streetcar project area and scope. While the Alexandria City Council has not yet formally voted to transition to streetcar, there is strong interest to do so. Given these circumstances, Alexandria city staff will participate in the County's request for proposal process. As both projects move forward, it is anticipated that Arlington's portion of the interim transitway will be in service for a few years prior to the operation of the streetcar. Based on the funds allocated in the adopted Capital Improvement Plan for FY2011-16 as adopted by the County Board in June 2010, it is currently anticipated that the streetcar will begin operation in the 2017 or 2018 timeframe.

Public Open Space: The primary concerns regarding public open space include the position that the amount provided in the Sector Plan is inadequate, questioning of the methods used to quantify existing and proposed public open space, and interest in ensuring a balanced phasing approach where new open space is being created as existing spaces are lost. In the proposed Sector Plan, the focus regarding public open space is on achieving quality spaces that are highly accessible, visible, and programmed and managed for human activity, and part of a planned system of diverse parks and plazas that are connected by enhanced streetscapes and other attractive linkages, in contrast to the existing collection of open spaces that exist today. Early in the planning process an existing conditions inventory was conducted with the Task Force to quantify the amount of public open space in Crystal City today. Through that effort, it became clear that almost all of the perceived open spaces in Crystal City are privately owned, even though some may be publicly accessible. (The only public open space owned by the County in Crystal City today is a 1,700 square foot corner pocket park at the corner of South Eads Street and 23rd Street S.) Because the County neither owns nor has dedicated public access or use easements for these spaces (with exception of one temporary public access easement), the County has minimal exclusive ability to make desired improvements to or redesign and reprogram such spaces. The ability of the County to guarantee public access to such spaces through previous site plan approvals may also be limited. Regardless of ownership, a number of areas were inventoried as perceived public open space if they met the criteria above regarding accessibility, visibility, and usability. In total, approximately 10.6 acres were quantified as privately owned, public open space within the planning area.

At full build out, the Sector Plan would provide a minimum of approximately 11.8 acres of public open space comprising at least 26 parks and plazas throughout Crystal City. This figure does not include the 28-acre Long Bridge Park, a new community park being constructed immediately adjacent to and directly accessible from the Crystal City Planning Area. Upon completion of its first phase of construction, Long Bridge Park will provide the community with outdoor park facilities consisting of four full-size lighted synthetic turf athletic fields, a ¾-acre rain garden, picnic areas, a ½-mile long esplanade with a direct connection to Crystal City, and other walking trails. An aquatic and fitness facility with a 50-meter pool, play pool, therapy pool, cardio and fitness space, multi-activity center and

indoor track, and climbing wall will be constructed as a second phase. With future implementation of the proposed Plan, the County will have an effective tool to achieve greater levels of public control of existing privately owned publicly used open spaces retained under the plan, while ensuring ownership of or dedicated public access to newly created public open spaces. This increased level of public control and access to such spaces will provide important protections and opportunities not currently in place for the majority of existing open spaces in Crystal City. Finally, the Sector Plan also calls for continually looking for achieving additional amounts of open space, public or otherwise, wherever possible in the review of individual development proposals.

Infrastructure Financing Plan: Capital Improvement Plan and Tax Increment Financing: The primary concern regarding the infrastructure financing plan is having certain and secure funding to implement the necessary infrastructure improvements when needed. The success of Crystal City as a more vibrant urban place is contingent upon the implementation of significant improvements to its public infrastructure, namely the streets, transit systems, and public open spaces. Given the transformational nature of the planned improvements and the significant associated costs, efforts have focused on developing a viable and reliable funding mechanism and commitment in place to pay for the costs of the necessary infrastructure improvements. Progress has already been made towards outlining a plan to secure initial funding in the near-term, as well as exploring creative funding mechanisms to provide funding support in later phases.

With the adoption of the Fiscal Years 2011-2016 Capital Improvements Plan (CIP) at their June 15, 2010, meeting, the County Board took the first step in putting into place the funding that can be used to support the infrastructure, by planning for approximately \$91 million to cover infrastructure costs during the first CIP cycle. Accordingly, work is already underway to initiate some of the near-term planning for street work recommended by the Plan, some of which is needed to accommodate the future planned streetcar project. For costs beyond 2016, staff is developing a proposal to use Tax Increment Financing to fund projects in later phases that would take an increment of the additional tax revenue from increased property values within a defined area, and reinvest those resources back into the defined area to fund identified infrastructure projects. The details of this recommendation are still evolving, and are anticipated to be shared with the County Board by October 2010.

Affordable Housing: The proposed Sector Plan includes a number of recommendations addressing housing mix and affordability. The primary housing issue that has received much discussion in this planning effort is the number of committed affordable units that should be added to Crystal City over the life of this plan, and how those units could be achieved. One of the Plan's 2008 policy directives sets as a goal that an amount of committed affordable units (CAFs) of up to 20 percent of the bonus density envisioned in the Plan be achieved in Crystal City. Assuming complete fulfillment of this goal, the policy directives suggest the addition of between 550 to 1,200 CAFs by 2050. In the context of this Sector Plan, the high-end goals of 1,200 CAFs is intended to be met through a combination of: application of the Affordable Housing Ordinance; additional negotiated developer contributions that developers choose to use to achieve higher density allowed within the Zoning Ordinance; and additional

resources and varied tools available to the County such as such as Low Income Housing Tax Credits (LIHTC) and Affordable Housing Investment Fund (AHIF) funding.

For purposes of analysis, applying the affordable housing ordinance to all development envisioned in the Sector Plan, staff estimates a resulting affordable housing contribution of up to 334 on-site units plus approximately \$116 million to \$230 million in a cash contribution over the life of the Plan. The high-end of 334 units assumes all residential projects (including residential portion of mixed-use projects) contribute units instead of cash. The high end of \$230 million in cash assumes all projects (commercial, residential and mixed-use) contribute cash only. In the unlikely cash-only contribution scenario, \$230 million added to the County's Affordable Housing Investment Fund (AHIF) would also significantly advance affordable housing goals in Crystal City. As described in the Implementation Section, these funds would be prioritized for use within the Plan area (i.e. could be used to buy down rents of existing units or as loans to 'produce' new committed affordable units).

The second available tool intended to help advance the affordable housing goals of the Sector Plan include voluntary community benefits in exchange for increased density pursuant to the Zoning Ordinance, that could include additional affordable housing beyond what is required by the Affordable Housing Ordinance in lieu of other benefits, to be determined and negotiated for each project as set forth in the Zoning Ordinance. A system like the one in C-O-Rosslyn is envisioned, where developers could choose to increase density through provision of additional benefits. To the extent that future projects are approved with the provision of additional affordable housing units instead of other benefits as part of the negotiations associated with increased density, these resources would supplement that which can be achieved through the Affordable Housing Ordinance requirements.

In a situation where application of the Affordable Housing Ordinance requirement and additional negotiated affordable housing contributions associated with the approval of additional density under the Zoning Ordinance fall short of meeting the highest Plan goal of creating 1,200 additional CAFs in Crystal City and its vicinity, it is anticipated that continued County efforts will seek to achieve this goal in combination with a variety of additional tools including public funding.

Proposed Technical Revisions to Policy Directive H4 Language: As part of the adopted Policy Framework, there are five Housing Mix and Affordability directives. During the December 2008 County Board meeting deliberations, the Board modified some of the directives language. While most of the revisions strengthened or further clarified the intent of the Plan, the text changes to Policy Directive H4 instead created some confusion regarding its intent. Below is the original text that was proposed in the staff report for that meeting, followed by the modified text approved during Board deliberations for Policy Directive H4:

Text recommended in staff report for Dec, 13, 2008 meeting:

“Apply the Affordable Housing Ordinance and create special provisions for bonus density that achieve up to 20 percent of Gross Floor Area (GFA) above the GLUP to increase Crystal

City's affordable housing stock, and allow affordable dwelling units to be provided in new or existing buildings.”

Text adjusted verbally at Dec, 13, 2008 meeting, and adopted by the Board:

“Apply the Affordable Housing Ordinance and create special provisions for bonus density of up to 20 percent of Gross Floor Area (GFA) above the base densities per the 2008 GLUP in response to developers’ meeting or exceeding the target for affordable dwelling units available in both new and existing buildings.”

While the text in both of the above paragraphs look similar, there is a critical nuance regarding the difference between the meaning of these two directives. Namely, the text from the staff report for the December 13, 2008 County Board meeting suggests that special provisions should be created whereby up to *20 percent of all bonus density* (above the 2008 GLUP levels) approved in Crystal City *should be provided as affordable housing*, while the text from the meeting suggests that special provisions should be created so that *bonus density of up to 20 percent of the GFA above the GLUP could be achieved when developers meet or exceed the target for affordable dwelling units*. As presented in the policy framework, the intent was to set a goal of up to 20 percent of the achievable bonus density to be sought as committed affordable housing, not to limit the bonus density to up to 20 percent of the GFA above the GLUP (in exchange for projects meeting targets for affordable housing). Given the lack of Board discussion on this particular text change during the meeting itself and the subtle nuanced difference between the two, staff proposes that the original language for this Policy Directive replace the current language for Policy Directive H4 in the Plan, in order to eliminate any future confusion that may come up regarding the meaning of this specific directive. Furthermore, to further clarify its meaning, staff is proposing a slight text edit to the original directive language as follows:

“Apply the Affordable Housing Ordinance and create special provisions for increased Zoning Ordinance density that achieve up to 20 percent of Gross Floor Area (GFA) above the 2008 GLUP as committed affordable dwelling units, to increase Crystal City’s affordable housing stock, and allow affordable dwelling units to be provided in new or existing buildings.”

Assurances for Community Improvements: An issue raised at the July 13, 2010, County Board meeting was a request to ensure that the Sector Plan includes a mechanism for the follow-up of the overall objectives of the plan, with the primary purpose of making sure that the envisioned community improvements in the Sector Plan are not continually deferred until the next development proposal. In response, staff recommends the addition of a new action item in Chapter 4 that involves a performance report that tracks progress made towards the Plan’s associated goals, benefits, potential impacts, and achievements. Given the extraordinary complexities involved in the phasing and scale of redevelopment envisioned in the Plan and the considerable public improvements and resources directed to improve the area’s infrastructure and public spaces, including this type of mechanism as an implementation of the particular Plan is critically important. As suggested in the Plan, this performance report could be prepared on a biennial basis to help inform the preparation of the proposed two-year Capital Improvement Plan (although its not intended to be included as

part of the CIP itself) and so that the information stays current enough to be useful for the review of development proposals as they come up. This action includes the idea of establishing an advisory working group that could be established to assist staff with determining the criteria that should be measured (largely based upon the goals and objectives and policy directives of the plan), and to provide a first line of review for the generation of the biennial reports.

Triggers for Community Services:

Another topic discussed at the July 2010 County Board meeting and in other venues involved the matter of community-oriented services, and whether specific thresholds or triggers could be set to pre-determine the actual and certain achievement of these services and facilities. Setting specific thresholds for this type of Plan that involves incremental redevelopment in a neighborhood that already has nearly 25 million square feet of development presents significant challenges, and is distinctly different from a long-range development plan for a green field or vacant site. To try to best address this issue, the proposed mechanism of the biennial performance tracking report could be used in tandem with the Phased Development Site Plan review process in order to most effectively and prudently plan for and implement the desired community-oriented services, in addition to the guidance provided in the Plan and any relevant studies or analyses conducted in the areas of interest, particularly for those services provided for directly by the County.

Community Benefit Framework: Generally, special exception site plan projects in Arlington can achieve density levels up to the maximum densities allowable by site plan per the Zoning Ordinance by providing various features, design elements, uses, services, and amenities as part of the project; these are often established through site plan conditions, generally identified in Administrative Regulation 4.1, though they inevitably are tailored, to a degree, to each individual project. Some zoning districts may also provide for additional density where 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 Sector Plan's adopted policy framework, Policy Directive D2 calls for optional increases in density 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. Staff continues to examine the economic structure of Crystal City and methods of encouraging redevelopment through the site plan process that will achieve plan goals and at the same time provide for development of economically feasible projects.

Redevelopment of existing buildings is a key element of the Sector Plan's stated vision, and this second generation of redevelopment in Crystal City must, and will, generate significant and various types of community benefits if the Crystal City Sector Plan ultimately is to be successful. First and foremost, realization of the urban form envisioned in the plan, including movement of buildings that will allow for public investments in infrastructure, transit, and public open space, as well as private investments in architecture and built form,

green building and energy efficiency, and transportation demand management programs are all consistent with plan goals – without redevelopment, many of the plan’s goals will go unmet. Second, for an area that is the most heavily impacted area in the nation in terms of BRAC, redevelopment consistent with the plan will allow for the protection of the near- and long-term tax base of an area that for decades has been Arlington’s most important, sustained economic driver. Additionally, developments that receive bonus density not anticipated in the General Land Use Plan have often contributed extraordinary community benefits above those generally set forth in Administrative Regulation 4.1, particularly in recent years. In Crystal City, it is envisioned that through a Zoning Ordinance mechanism, projects may receive increased density when they provide negotiated extraordinary community benefits. However, the appropriate and feasible level and type of community benefits must be viewed within the context of overall project feasibility, especially given that many Crystal City projects will require tearing down existing assets with significant market value while also needing to reach a market-feasible land basis. In light of the aforementioned considerations, future Zoning Ordinance amendments adopted to implement the vision for Crystal City will need to recognize the economic realities of redevelopment for certain sites in Crystal City in determining the appropriate level of community benefits provided by some site plans in return for increased density above, particularly in the early stages of the revitalization process.

Defined Flexibility for Building Heights on Select Sites: A proposed revision to the Sector Plan before the July 2010 County Board meeting added language on potential flexibility for maximum building heights for three specific sites. The candidate sites would be existing site plans with buildings that greatly exceed the Sector Plan’s maximum buildings heights for those areas, and would include the Holiday Inn, Crystal Houses, and Crystal Towers properties. The Sector Plan includes a tapering pattern with varied and reduced heights for large areas along Crystal City’s edge, including these sites, to establish better transitions to adjacent neighborhoods. However, concerns were raised by property owners that greatly reduced building heights could pose economic feasibility challenges for redevelopment consistent with Plan objectives for improving the transition between the western edge of Crystal City and surrounding neighborhoods. Economic development and the demands for revitalization in an area like Crystal City provided the rationale for the consideration of limited building height flexibility at only these locations. In a May 12, 2010 meeting with Aurora Highlands to discuss this issue, members generally remarked that given the small footprint of the hotel property, it would merit an exception, but such an exception would have to be subject to many constraints in order to avoid setting a precedent for the entire Crystal City Sector Plan. Meeting attendees remarked that the Crystal Towers and Crystal Houses properties would not merit consideration of an exception, in their opinion. In a May 20, 2010, meeting with Arlington Ridge on the same topic, the civic association generally agreed not to support any exceptions to increase heights documented in the Plan until some of their other concerns about density were addressed. No votes were taken on this item at either of these meetings. In testimony given at the latest Planning Commission hearing, representatives from both civic associations stated a combined community position that the Holiday Inn exemption be removed, just as the flexibility for Crystal Houses and Crystal Towers block has been removed through revisions prior to the commission meeting.

Based on subsequent discussions, staff proposes to revise this section of the Sector Plan in several ways. First, the proposed revisions would reinforce that the recommended maximum building heights included in the Sector Plan (shown in Figure 3.8.5) are reflective of the preferred vision for the future Crystal City. Second, the revised text would recognize that in order to encourage redevelopment, there may need to be flexibility regarding building heights specifically for existing site plan buildings that exceed recommended plan heights, examined on a case by case basis. Finally, the revisions would emphasize that this flexibility would only be warranted in instances where the resulting redevelopment would provide for a project that is consistent with the plan and helps achieve stated plan goals, such as an improved transition between Crystal City and surrounding single family residential neighborhoods, and where such development would not be achievable unless such flexibility were allowed. In comparison to the language advertised in the draft Sector Plan, the revised text would not reference any candidate site in particular, nor would it reference any defined ranges of additional height to be considered as part of that flexibility. The associated revisions to this effect are reflected in the comments and response table in Exhibit 1-B; Comment #3.8.3.

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 general 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 Exhibits 2-A and 2-B). The following is an outline of the key elements of each proposed amendment, numbered according to their identifier in Exhibit 2-A.

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. (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 09/28/10, to permit heights and densities called for in the Crystal City Sector Plan where Sector Plan goals are otherwise generally met.

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 Exhibit 2-B.
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 that front the south side of the 500 block of 23rd Street S. (between S. Eads St. and S. Fern St.), 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. At this time, the General Land Use Plan was amended to show the boundaries of the Crystal City Coordinated Redevelopment District, in which densities up to those called for in the Sector Plan would be permitted where Sector Plan goals are otherwise generally met. 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 was previously 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 (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 (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. 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 (and open spaces) 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 general parameters in 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 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 transportation investments. 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 Exhibits 3-A through 3-G).

Master Transportation Plan, Street Network

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 in Crystal City and designated most of Crystal City as an “area planned for new streets”, without identifying specific streets 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 the street network is listed in Exhibit 3-A. The proposed amendments annotated on the existing Master Transportation Plan map base depicted in Exhibit 3-B are illustrated graphically in the Street Typology Map (Figure 3.6.6) of the proposed Sector Plan. If adopted, these proposed amendments would be reflected in the next updates of the Master Transportation Plan map.

The proposed amendments will help accomplish several goals of the Sector Plan. Street 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. As several of the street network improvements will require the relocation of existing buildings that will only be achieved with redevelopment, interim street alignments not depicted in the Sector Plan are anticipated and will be accommodated. Also, several 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 underutilized and unnecessary existing street segments, such as the elevated portions of Clark-Bell Street, and other facilities 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 the 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 re-designations 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 for consistency. A complete list of proposed Master Transportation Plan amendments relating to street typology is detailed in Exhibit 3-C. The proposed amendments annotated on the existing Master Transportation Plan map base depicted in Exhibit 3-D are illustrated graphically in the Street Typology Map (Figure 3.6.6) of the proposed Sector Plan. If adopted, these proposed amendments would be reflected in the next round of updates to the Master Transportation Plan map.

Master Transportation Plan, 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 east 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 planning horizon of the Sector Plan, 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 Exhibit 3-E and 3-F.

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 and Streetcar. The development of the transitway and streetcar 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 an 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 Exhibit 3-G.

Community Process:

The Crystal City Sector Plan process included extensive community input, beginning with the first Crystal City Planning Task Force meeting in October 2006. In total, 35 task force meetings were convened, including a weeklong design charrette and two community forums. Also, more than 40 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 was considered in revisions made to the Plan, which resulted in the Draft 2.0 Crystal City Sector Plan, for which at their July 2010 meeting the County Board authorized advertisement of public hearings to consider its adoption in September 2010. Furthermore, two open house sessions on the proposed Crystal City Sector Plan were held on September 8 and 11, 2010. Listed below are the various advisory commissions and civic associations who have been involved in the most recent discussions regarding the development and refinement of the proposed Sector Plan over the past year, along with a synopsis of the most salient points from those discussions.

- Urban Forestry Commission: Staff presented project briefings to the Urban Forestry Commission on September 25, 2008 and March 25, 2010. Feedback from the March 25, 2010, commission meeting involved the ideas of planting more street trees and using green roofs as effective stormwater management strategies, both of which are consistent with and supported by recommendations set forth in the Sector Plan.
- Energy and Environmental Conservation Commission: Staff presented project briefings to the Energy and Environmental Conservation Commission on October 27, 2008 and March 22, 2010. The commission also had a representative who participated in the Long Range Planning Committee discussions on the draft plan. At their latest meeting on March 22, 2010, among other points, the commission recognized the ongoing efforts on

the County's Community Energy Plan project and emphasized the need to ensure the Sector Plan appropriately acknowledges this project and leaves the opportunity open for the Sector Plan to defer to any recommendations that might come out of the energy plan project pertaining to Crystal City. The commission is scheduled to discuss the Sector Plan as an agenda item at their September 27, 2010 meeting.

- Park and Recreation Commission: The Park and Recreation Commission was briefed on September 25, 2007, September 23, 2008, November 18, 2008, March 23, 2010, and August 24, 2010. The commission had a representative on the Crystal City Planning Task Force, who continued to participate in Long Range Planning Committee discussions on the draft Sector Plan. Generally, at their latest meeting on August 24, 2010, their discussion focused in part on the amount of public open space provided for under the Sector Plan, and the configuration of several proposed open spaces. In a September 17, 2010, letter to the County Board Chairman, the commission offered their support of the Crystal City Sector Plan, and acknowledged how refinements to the Plan, within prescribed limits, have responded in large part to concerns raised by the commission throughout the duration of the planning process.
- Economic Development Commission: The Economic Development Commission was briefed on July 10, 2007, September 9, 2008, and March 9, 2010. Two commissioners served on the Crystal City Planning Task Force (one was the Task Force chair), and one continued to participate in several of the Long Range Planning Committee discussions on the draft Sector Plan. In a March 9, 2010, letter to the County Board, the commission suggested the Board adopt a local funding district and prioritize Crystal City public infrastructure projects in the Capital Improvement Plan in order to provide certainty on the timing and availability of resources to implement necessary public improvements.
- Transportation Commission: The Transportation Commission was briefed on August 30, 2007, October 2, 2008, November 24, 2008, June 24, 2010, and September 9, 2010. The commission had a representative on the Crystal City Planning Task Force. At their latest meeting on September 9, 2010, they voted unanimously to recommend that the County Board adopt the Crystal City Sector Plan, General Land Use Plan amendments, and Master Transportation Plan amendments. In that action they also included three specific recommendations to: encourage staff to work with the surrounding neighborhoods to develop a more detailed vision and guidelines for what a good urban edge condition would look like at this location; to add a specific recommendation from the Multimodal Transportation Study on educating and marketing to residents relating to the unbundling of parking, and an additional text reference in the transit discussion that identifies a potential circulator bus option to better serve all of Crystal City be considered among the possibilities when the County next reviews potential transit improvements in the next few months.
- Aurora Highlands and Arlington Ridge Civic Associations: Aurora Highlands and Arlington Ridge Civic Associations comprise the primarily low density, single-family

neighborhoods immediately west of Crystal City, although they also include some of the property within Crystal City and Pentagon City. Aurora Highlands had a representative on the Crystal City Planning Task Force, whereas Arlington Ridge leadership declined an invitation to assign a representative to the Task Force. Both civic associations had representatives that participated in Long Range Planning Committee meetings to discuss the draft Sector Plan. As a result of Aurora Highlands's representation, the Sector Plan has been shaped to include features that respond to a number of neighborhood concerns, including: the decision to not add more street connections between the neighborhoods and Crystal City; adjusting maximum building heights west of Jefferson Davis Highway to provide a much more dramatic taper down to the neighborhood; protecting the low-rise scale of the 500 block of 23rd Street S.; and documenting the neighborhood's strong desire for the inclusion of retail parking in nearby site plan projects as a community benefit to support 23rd Street retailers.

In more recent discussions, these civic associations have raised a number of concerns and issues regarding the Plan, beyond their concerns regarding potential flexibility on building heights for the three sites discussed previously. Also, in a letter dated August 26, 2010, the presidents of these civic associations wrote the County Board Chairman requesting the deferral of Plan adoption, pending the completion of a recommendation on a Tax Increment Financing mechanism that would be used as a tool to fund needed public infrastructure improvements, as well as pending the conducting of a mediated forum between County and community representatives aimed at resolving fundamental differences regarding a number of aspects of the Plan. Following that letter, the County Manager, with staff, met with leadership from the civic associations to discuss their remaining primary issues and concerns on September 8, 2010. Generally speaking, recently stated neighborhood concerns include: potential traffic impacts and proposed mitigation strategies; an interest in commencing an edge development plan or study that further articulates the preferred vision for the transition between Crystal City and neighborhoods; neighborhood involvement in ongoing monitoring of impacts and plan performance; the maximum building height of 110 feet at the corner of 22nd Street and Eads Street; and retention of green space, such as Cheerios Park.

- Housing Commission: The Housing Commission was briefed on October 6, 2008, December 4, 2008, and June 24, 2010. The Housing Commission had a representative who participated in the Long Range Planning Committee meetings to review and discuss the draft Sector Plan. The Housing Commission discussed the Sector Plan again at their September 16, 2010 meeting, and voted 8-1 to recommend supporting the staff recommendation, and adding the language put forth by the Planning Commission pertaining to a new action step to continue the planning process to develop a comprehensive housing plan for Crystal City that supports the County's mixed income housing vision.
- Planning Commission: The Planning Commission, or its Long Range Planning Committee, has been briefed at 15 meetings since July 2007. The Planning Commission

had a representative who served as vice-chair of the Crystal City Planning Task Force. The Planning Commission was last briefed on the Sector Plan at their June 28, 2010 meeting; the Commission used that meeting to frame the agenda for a subsequent Long Range Planning Committee meeting on the Sector Plan. The Planning Commission held a public hearing on September 15, 2010. There were 13 public speakers on this item. The Planning Commission voted unanimously, 11-0, to support a motion to recommend the County Board adopt the subject Sector Plan with those modifications described in the staff report dated September 10, 2010, and supplemental Attachment 13, Part Two, dated September 14, 2010, subject to ten conditions. The following table specifies the conditions included in the motion, along with pertinent staff responses. Where responses indicate proposed changes, such changes are reflected in the updated version of Exhibit 1-B.

<i>Planning Commission Motion Condition</i>	<i>Staff Response</i>
<p>1) Add a new action step under Public Open Space (as a replacement to the staff's proposed addition to Action 20 described on page 14 of the staff report dated September 10, 2010) which reads:</p> <p>“Continually explore opportunities that arise through individual site plans, phased development site plans, and redesign of other public and private spaces to provide additional green park spaces and other public open spaces, including public access to rooftops, beyond those identified on the public open space map. In addition, consider enhanced treatments to pedestrian connections linking [park] spaces.”</p>	<p>Staff concurs. Staff had previously proposed revising Action 20 by adding more concise yet similar language to the end of that original action statement, but agrees with creating a new action step consisting of the language recommended by the Commission.</p> <p>See revised comment 4.18, Exhibit 1-B.</p>
<p>2) Establish a new category in the Implementation Matrix [and also in Chapter 4 itself] that reads:</p> <p>On-going Monitoring and Evaluation of Plan Implementation</p> <p>Item No. XX: Working with a new County Board- or County Manager-established Review Council for Crystal City, comprised of both residents of Crystal City and representatives of business owners, commercial property owners, and adjacent civic associations, implement an on-going monitoring and evaluation process to ensure the achievement of Plan objectives and identify areas that may require modification. Components of this process would include:</p> <p>a) Outlining the format and data required for a biennial report to the County Board on progress on implementation actions, any areas of nonconformance with the Plan resulting from by-right development or negotiated through site plan, adverse impacts of Plan implementation, changes in occupancy rates of office space and hotel rooms, traffic counts on roads within or connecting to the Plan area, achievement of community</p>	<p><i>Item No. XX:</i> Staff concurs. Staff had previously proposed adding an ongoing monitoring and evaluation process to ensure achievement of Plan objectives in September 10, 2010, draft staff report, comment 4.4 of Attachment 14, but concurs with the language recommended by the Commission and its inclusion in a new category.</p> <p>See revised comment 4.4, Exhibit 1-B.</p>

<p>services, parks, and other community amenities, and other elements identified by the Review Council, County Board, or staff.</p> <p>b) Establishing and implementing a meeting schedule for the Review Council that provides for interim progress reports by staff and for review of the biennial report developed by staff.</p> <p>Item No. YY: Working with representatives of the adjacent civic associations and representatives from the Review Council and Planning Commission, develop additional urban design guidelines addressing the transition area between Crystal City and the single-family home neighborhoods.</p>	<p><i>Item No. YY:</i> Staff concurs. Staff had previously proposed adding an edge development plan/guidelines in September 10, 2010 draft staff report, comment 4.29, but will also incorporate the language recommended by the Commission. It should be noted that this item will need to be scheduled into the approved work plan of the Planning Division, in CPHD.</p> <p>See revised comment 4.29, Exhibit 1-B.</p>
<p>3) That prior to Plan adoption or through a County Board established process initiated immediately following Plan adoption:</p> <ul style="list-style-type: none"> County staff strengthen and refine the building design guidelines included in the Plan to ensure architectural excellence and building massing that results in a varied and active skyline and that provides additional parameters that potentially include maximum achievable density levels based upon such possible characteristics as building location, degree of tapering, maximum size of floor plates relative to building height, relationship to adjacent buildings and adjacent open space, and overall design quality, and to ensure that the building massing and design guidelines are coordinated with and supportive of the County's sustainability goals and current planning initiatives. 	<p>Staff contends that the Sector Plan already includes a variety of tools and design guidelines to achieve the goals stated by the Commission, which would be enhanced with the proposed addition of maximum tower floor plate sizes intended to ensure reasonable scale to tower elements of new buildings.</p> <p>See comment 3.8.1, Exhibit 1-B.</p>
<p>4A) That prior to Plan adoption:</p> <ul style="list-style-type: none"> County staff review the block structure to determine how the Plan's framework can be further modified to break up the super-blocks east of the re-aligned Jefferson Davis Highway with new streets and, where appropriate, pedestrian passageways to improve walkability. This should be addressed through an enhanced pedestrian network overlay map or implementation language recommending such a network. 	<p>Staff concurs, and will include a proposed change to the Plan that adds implementation language in Chapter 4 that recommends exploring future opportunities to break up superblocks.</p> <p>See comment 4.31, Exhibit 1-B.</p>
<p>4B) That prior to Plan adoption:</p> <ul style="list-style-type: none"> That County staff review the Plan for opportunities to improve accessibility and visitability for those with mobility limitations, including the elimination of the specification that residences have ground floors that are 24 inches above grade. 	<p>Building from specific language in the Goals and Objectives and Policy Directives, the Plan fully supports the enhancement of accessibility and visitability for all, and achievement of these objectives will be implemented through the Phased Development Site Plan and final site plan process. Staff does not believe any changes are needed.</p>

<p>5) Add a new action step in Implementation Matrix under Public Open Space, after item 26 which reads:</p> <ul style="list-style-type: none"> ▪ “Implement a master park planning process that creates an area-wide park plan, first identifying the purpose of each park and subsequently creating design parameters (including connections to adjacent and nearby open spaces and parks, the underground walkway, and retail frontages) and identifying appropriate programming. The resulting plan could include temporary uses of “found” open space during transitional phases.” 	<p>Staff believes that for a Sector Plan level of work, the plan document provides sufficient guidance on the general purpose and envisioned use of each park or plaza. The plan guidance will be used as a basis when it becomes time to engage in a public process on the detailed design of each public open space nearing the time when an individual space is to be built. Staff recommends against providing significant levels of detail on all spaces at this time as the plan is a 40 year plan and the timing, final configuration or size of open space may differ from the plan as individual site plans are filed. The current park concepts shown in the plan will allow planning flexibility if the recreation needs or desires change over time from what is currently anticipated in the Plan.</p>
<p>6) Add a new action step in the affordable housing implementation section that reads:</p> <ul style="list-style-type: none"> ▪ Continue the planning process to develop a comprehensive housing plan that establishes numeric goals that support the County’s mixed income housing vision beyond what may be generated through community benefits associated with the proposed redevelopment in Crystal City, taking into account other tools that may be available or created. 	<p>Staff recommends working with the Housing Commission and other interested stakeholders to consider numeric goals and options for using other financing resources or tools that may be available or created.</p> <p>See comment 4.30, Exhibit 1-B.</p>
<p>7) The County take steps to include language for a strategy to identify future historic resources.</p>	<p>As part of this planning effort, staff did an assessment to determine the presence of historic buildings in Crystal City, and found that no buildings are prioritized as historic in Crystal City. As part of standard practice, over time staff will continue to monitor/assess historic resources as projects come forward.</p>
<p>8) Post-adoption of the Plan, staff establish additional language clarifying the process for initiating PDSPs to ensure site plans are not developed and submitted without the necessary PDSP guidance.</p>	<p>Staff concurs, and will address this item post-Sector Plan adoption. Current language in the Plan on page 134 describes some of the broader considerations on PDSPs, but staff expects subsequent discussions better defining the parameters comprising PDSP submissions within Crystal City.</p>
<p>9) The County Board direct the County Manager to develop a work plan and identify staff resources to implement the various processes that the Planning Commission, staff and the County Board have identified going forward to ensure that we have appropriate monitoring, review, and refinement of the guidelines in the Plan, including that the next comprehensive five year plan includes the ongoing planned resources for Crystal City.</p>	<p>Staff will assess next steps post-plan adoption, such as the ongoing evaluation and monitoring process and the edge development study, and add such items to the Planning Division work plan, with priorities established through normal processes.</p>
<p>10) A] The County Board direct the County Manager to modify the County’s park planning process to include</p>	<p>Park Master plans involve several major commissions that are familiar with park elements</p>

<p>Planning Commission review of all new plans for parks within the metro corridors, as well as major county-wide parks; and</p>	<p>and issues: Park & Recreation Commission, Urban Forestry Commission, Arts Commission and Sports Commission. Many other commissions, stakeholder groups, and neighborhoods are also involved extensively in the park planning process. These robust planning processes are either done through County Board / County Manager appointed task forces or work groups (used for more challenging projects) or “open to all” planning where broad public input is encouraged at every meeting. These “open” meetings are advertised through a wide variety of means. A Planning Commission member is sometimes appointed to the task force or working group and Planning Commission members have frequently chosen to participate in the “open to all” processes. When these park master plans come to the Board for adoption, even difficult ones like the dog parks, there has been little or no controversy because all interested groups have been included. Consideration can be given in future park master planning processes for including a Planning Commission member when there is an appointed group or notify the Planning Commission specifically so they can participate in the “open to all” processes.</p>
<p>10 B] The County Board direct the County Manager to present the financing plan and community benefits plan to the Planning Commission for review and comment.</p>	<p>Staff expects that the establishment of a Tax Increment Finance (TIF) district will be presented to the Board in October, with a financing plan 1) already having been laid out in the CIP for the first 6 years, and 2) future financing to be determined as required by future infrastructure costs; staff can present the TIF district proposal to the Planning Commission prior to County Board action in October. The community benefits framework, as generally put forth in the plan, will be further discussed through future Zoning Ordinance amendments to create a new district for Crystal City.</p>

The Planning Commission also voted unanimously to support motions for the County Board to adopt the relevant resolutions to approve the proposed General Land Use Plan amendments and Master Transportation Plan amendments for the Crystal City Metro Station Area, without any added conditions.

Housing Commission: The Housing Commission met on September 16, 2010, and 8-1 to recommend supporting the staff recommendation and adding language put forth by the Planning Commission, detailed as item #6 in the table above.

CONCLUSION: Given the pending loss of jobs and office tenants resulting from forthcoming Base Realignment and Closure Commission relocations, the proposed Crystal City Sector Plan has been developed through a community planning process to establish a new vision and future direction for Crystal City. The Sector Plan would provide a comprehensive framework for revitalization 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, improved urban community. Through implementation of the Sector Plan, Crystal City would attract new office tenants, additional residents, and other visitors that would collectively activate the neighborhood for extended periods of 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 adopt the Crystal City Sector Plan and its accompanying General Land Use Plan and Master Transportation Plan amendments.

ATTACHMENT 1

RESOLUTION TO ADOPT CRYSTAL CITY SECTOR PLAN

WHEREAS, the County Board of Arlington County has been presented with a proposed Crystal City Sector Plan to serve as a long range planning guide for the redevelopment and revitalization of Crystal City over the next forty years; and

WHEREAS, due to 2005 Base Realignment and Closure (BRAC) Commission recommendations and subsequent federal law, approximately 13,000 jobs are projected to leave Crystal City, resulting in the vacancy of more than 3 million square feet of commercial office space in a very compressed timeline, making it one of the areas in the country most heavily impacted by BRAC; and

WHEREAS, Crystal City is home to Arlington's largest commercial office district and largest hotel sector and is a significant economic engine for the County, the vitality of which may be greatly effected by job relocations required by and associated with BRAC; and

WHEREAS, to maintain and enhance the economic sustainability of Crystal City, the proposed Sector Plan includes an array of revitalization planning strategies to encourage private and public investment into Crystal City, inclusive of proposed phased development site plans, redevelopment site plans and capital improvement projects; and

WHEREAS, the proposed Sector Plan communicates a preferred vision for Crystal City as a complete, urban community, and a vibrant and attractive urban village, with new and improved public open spaces, streets, and streetcar facilities along with other plan improvements of high-quality; and

WHEREAS, redevelopment of existing assets is needed to achieve the vision of the plan, including achieving specific public infrastructure elements, enhancing Crystal City's qualities as a great urban place, and ensuring its future success and optimal performance as an attractive and healthy multimodal, transportation-oriented, mixed-use, urban core, and in many instances, redevelopment will require the demolition of existing major buildings with significant market value; and

WHEREAS, the fulfillment of the plan's goals will help collectively transform Crystal City's public realm, and will provide the County with the ability to positively and proactively respond to the pending impacts from BRAC in a way that brings significant beneficial value to the County; and

WHEREAS, the collective set of contextual conditions in Crystal City, including anticipated impacts from BRAC and the intent to gradually transform the neighborhood's public infrastructure, set it distinctly apart from other high-density mixed use areas in the County and warrant implementation strategies of special consideration.

NOW, THEREFORE, be it resolved that based on the aforementioned considerations, deliberations, and all public comments, the County Board of Arlington County finds that the proposed Crystal City Sector Plan set forth in Exhibits 1-A and 1-B should be, and is hereby, approved.

EXHIBIT 1-A

CRYSTAL CITY SECTOR PLAN – DRAFT 2.0

(Separate Document)

EXHIBIT 1-B

CRYSTAL CITY SECTOR PLAN – DRAFT 2.0

Community Comment and Response Matrix

(Separate Document)

ATTACHMENT 2

GENERAL LAND USE PLAN RESOLUTION

WHEREAS, the County Board of Arlington County has been presented with proposed amendments of the General Land Use Plan (“GLUP”), a part of the County’s Comprehensive Plan, to:

- Add new Note 1 to establish the “Crystal City Coordinated Redevelopment District” (CCCRD) as a mechanism within the General Land Use Plan for implementing the future vision for Crystal City;
- Amend the General Land Use Plan map to redesignate the area east of Crystal Drive between 12th Street S. and the Airport Viaduct (Virginia Route 233) to “Low” Office-Apartment-Hotel;
- Amend the General Land Use Plan map to redesignate the area bounded by Jefferson Davis Highway, Crystal Drive, 12th Street S., and the Airport Viaduct to “High” Office-Apartment-Hotel;
- Amend the General Land Use Plan map to redesignate the area bounded by Jefferson Davis Highway, Crystal Drive, the Airport Viaduct, and property just south of 27th Street S. to “High” Office-Apartment-Hotel;
- Amend the General Land Use Plan to redesignate the area bounded by Jefferson Davis Highway, S. Eads St., Army Navy Dr., and a line approximately 150 feet north of 27th Street S. to “High” Office-Apartment-Hotel;
- Add general location for open space symbols to indicate the recommended public open space locations proposed in the Sector Plan;
- Amend the boundary of the Crystal City Metro Station Area depicted on the back of the General Land Use Plan map, to expand the boundary to include the properties that front the south side of the 500 block of 23rd Street S. (between S. Eads St. and S. Fern St.);
- Amend 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.

WHEREAS, the County Manager has recommended that the proposed amendments be _____; and

WHEREAS, the Planning Commission has recommended _____ of the Crystal City Sector Plan and the associated GLUP and Master Transportation Plan amendments; and

WHEREAS, the County Board of Arlington County has considered the foregoing recommendations and the purposes of the GLUP and the Comprehensive Plan as set forth in these documents, the Arlington County Zoning Ordinance, and the Code of Virginia; and

WHEREAS, the County Board of Arlington County held a duly advertised public hearing on the proposed amendments to the GLUP on September 28, 2010.

NOW, THEREFORE, be it resolved that, based on the aforementioned considerations, deliberations and all public comments, the County Board of Arlington County finds that the aforementioned proposed amendments to the GLUP set forth in Exhibit 2-A and Exhibit 2-B should be , and hereby are, approved.

EXHIBIT 2-A

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.

General Land Use Plan Amendments GP 320-10-1



ARLINGTON
VIRGINIA

Map prepared by
Arlington County
GIS Mapping Center
This is not a legal document.
Map © 2010 Arlington
County, VA
Printed: August 2010



0 300 600 Feet

Legend

Land Use Category

Residential		Commercial and Industrial	
	Low: 1-10 Units/Acre		Service Commercial
	Low-Medium: 16-36 Units/Acre		Service Industry
	Medium: 37-72 Units/Acre	Office-Apartment-Hotel	
	High-Medium: 3.24 F.A.R.		Low
	High: 4.8 F.A.R. Res. 3.8 F.A.R. Hotel		Medium
Mixed Use			
	Med Res (.33)		Low O-A-H (.67)
	High-Med Res (.75)		High-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:

- This area was designated a "Coordinated Development District" on 2/9/74.
- 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.
- This area was designated the "North Tract Special Planning District" on 4/27/04.

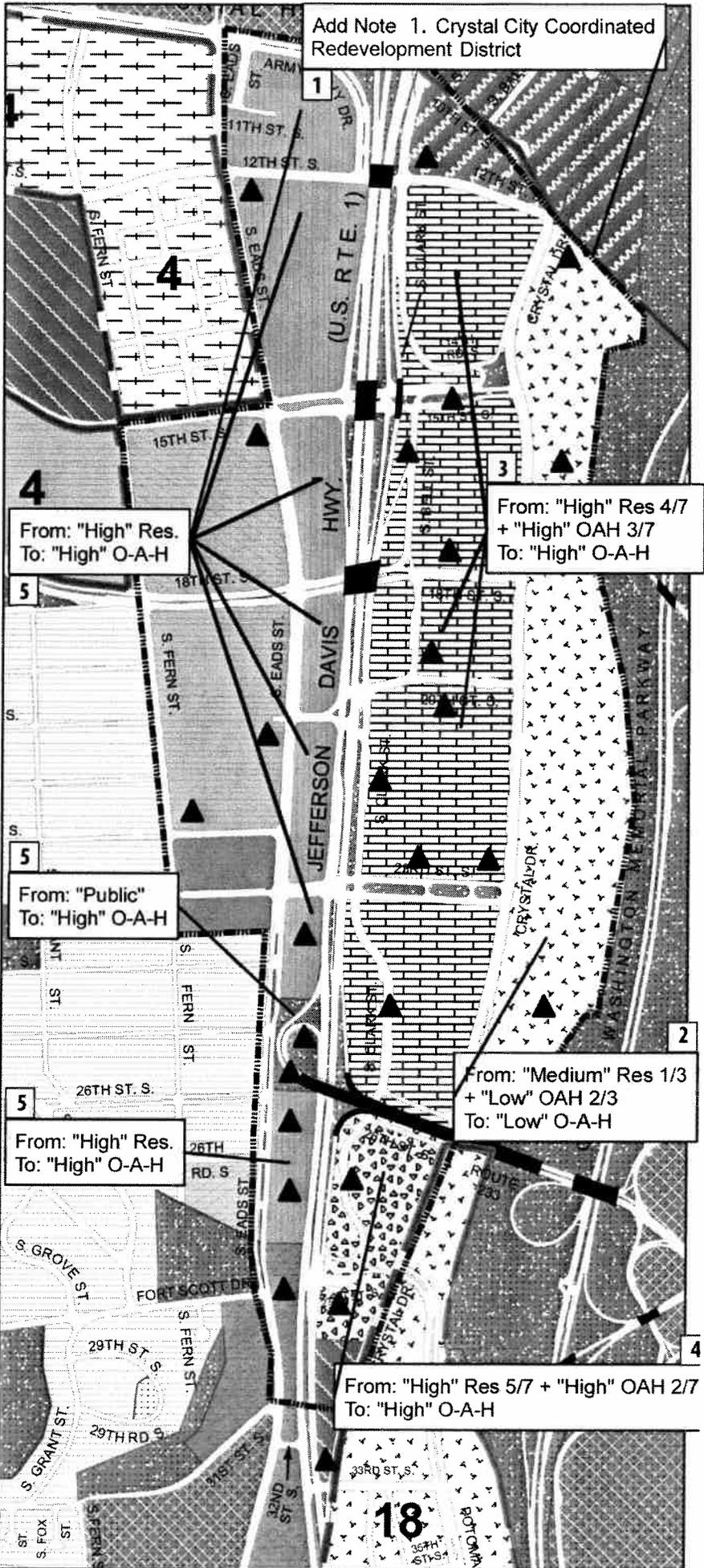


EXHIBIT 2-B

ATTACHMENT 3

MASTER TRANSPORTATION PLAN RESOLUTION

WHEREAS, the County Board of Arlington County has been presented with proposed amendments of the Master Transportation Plan (“MTP”), a part of the County’s Comprehensive Plan, to:

- Amend the MTP – Street Typology Map to incorporate the proposed future street network recommended in the Crystal City Sector Plan and depicted in the Policy Framework and Illustrative Concept Plan adopted by the County Board in December, 2008, (See Exhibits 3-A and 3-B);
- Amend the MTP – Street Typology Map to incorporate the proposed future street typologies recommended in the Crystal City Sector Plan and depicted in the Policy Framework and Illustrative Concept Plan adopted by the County Board in December, 2008, (See Exhibits 3-C and 3-D);
- Amend the MTP – Bike and Trail Network Map to reflect and incorporate the proposed bike and trail improvements recommended in the Crystal City Sector Plan, (See Exhibits 3-E and 3-F);
- Amend the MTP – Transit Network Map to incorporate the Surface Transitway Map (Streetcar) alignment recommended in the Crystal City Sector Plan and depicted in the Policy Framework and Illustrative Concept Plan adopted by the County Board in December, 2008, (See Exhibit 3-G).

WHEREAS, the County Manager has recommended that the proposed amendments be approved; and

WHEREAS, the Planning Commission has recommended adoption of the Crystal City Sector Plan and the associated GLUP and MTP amendments; and

WHEREAS, the County Board of Arlington County has considered the foregoing recommendations and the purposes of the MTP and the Comprehensive Plan as set forth in these documents, the Arlington County Zoning Ordinance, and the Code of Virginia; and

WHEREAS, the County Board of Arlington County held a duly advertised public hearing on the proposed amendments to the MTP on September 28, 2010.

NOW, THEREFORE, be it resolved that, based on the aforementioned considerations, deliberations and all public comments, the County Board of Arlington County finds that the aforementioned proposed amendments to the MTP as set forth in the aforementioned attachments should be, and hereby are, approved.

Adoption of Crystal City Sector Plan, General Land Use Plan Amendments,
and Master Transportation Plan Amendments
PLA-5692

EXHIBIT 3-A

PROPOSED MASTER TRANSPORTATION PLAN (MTP) – STREET NETWORK AMENDMENTS TO THE STREET TYPOLOGY MAP

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.

EXHIBIT 3-C

PROPOSED MASTER TRANSPORTATION PLAN (MTP) – STREET TYPOLOGY AMENDMENTS TO THE STREET TYPOLOGY MAP

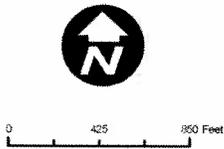
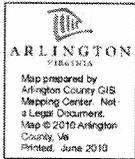
ID	LOCATION	FROM EXISTING MTP	TO PROPOSED MTP
1	Ball Street S. between 10 th St. and 12 th St.	n/a	Urban Center Local (non-arterial)
2	12 th Street S. between S. Eads Street and Army Navy Dr.	Urban Center Local (non-arterial)	Type B-Primarily Urban Mixed-Use
3	15 th St. between Eads St. and Crystal Dr.	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

EXHIBIT 3-E

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”
9	Between Crystal City Connector of the Mount Vernon Trail and Roaches Run	n/a	“Planned Trail Project”

Amendments to Master Transportation Plan: Transit Network



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

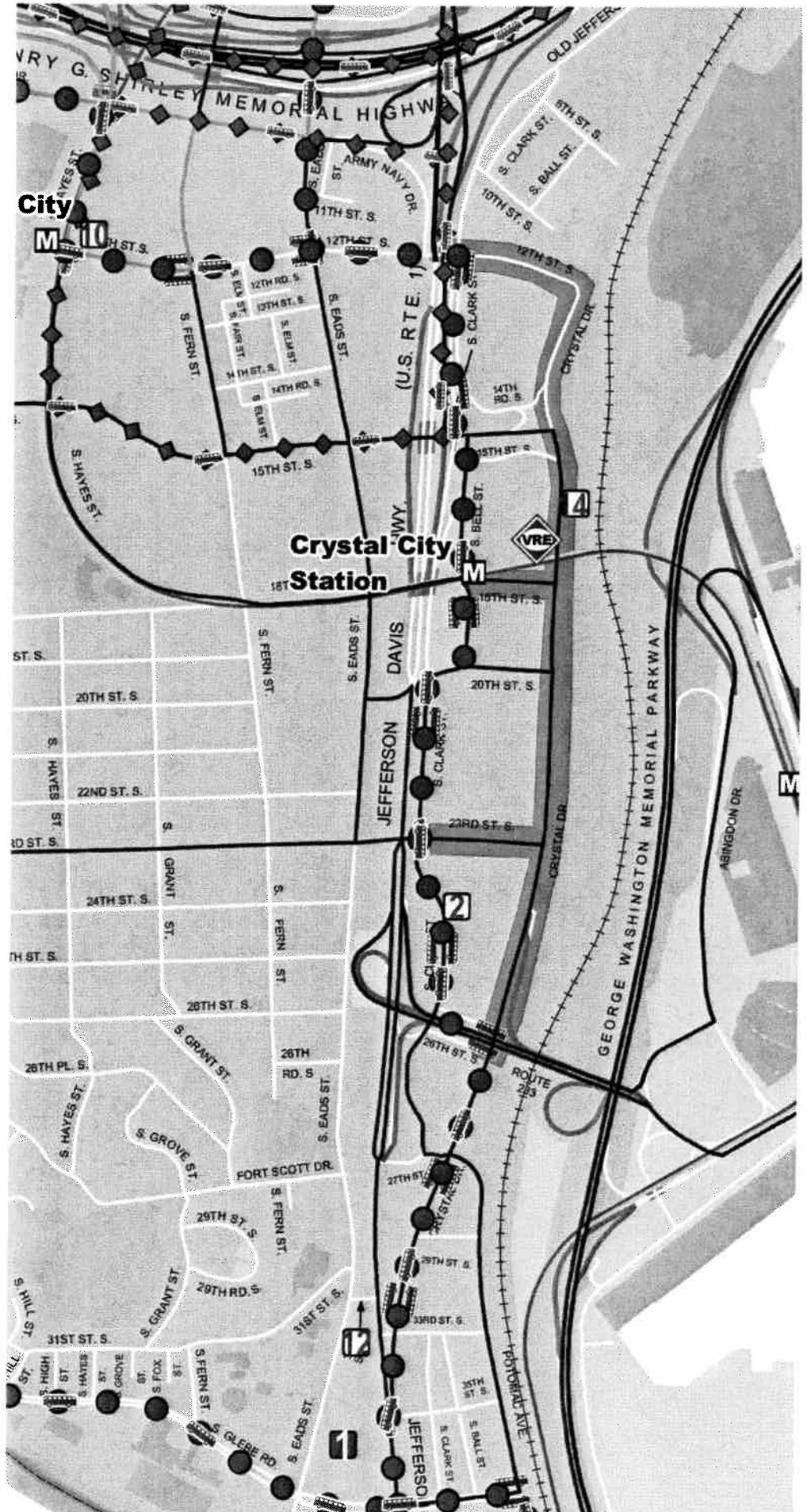


EXHIBIT 3-G

Comment #	Meeting Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
DOCUMENT STRUCTURE / FORMAT / OVERALL					
0.1	County	9/8		As a result of inserting the final changes listed below into the final plan, the document may require slight adjustment and reposition of text and images throughout in order to fit all additional items adequately. As a result of this reposition, new spreads may be required which could present opportunities for to use additional photos to fill blank space. Any typos or similar errors will also be addressed.	Miscellaneous
CHAPTER 2 – POLICY FRAMEWORK/VISION STATEMENT					
2.1	Property Owner/ Developer	8/19	Sustainable Design and Development – “SI-Reach, at a minimum, operational carbon neutrality in Crystal City” (pp 29) - This is ambiguous and has still not been further defined. Any associated costs must come from a reduction in other expected community benefits and not in addition to such.	This is an element of the adopted Policy Framework that represents an aspirational goal for Crystal City. It’s anticipated that ongoing and future efforts, such as the Community Energy Plan project, will help make progress and keep an eye towards this goal. Exactly how this goal is achieved and through what mechanism will need to be determined over time.	No Change.
CHAPTER 3 – THE ILLUSTRATIVE CONCEPT PLAN (3.2)					
3.2.1	Property Owner/ Developer	9/9	Page 33, Proposed additional text on illustrative Concept Plan, Figure 3.2.2 “Potential buildings shown are for illustrative purposes only and do not represent the final building location mass and form or architectural design of future buildings.”	Staff concurs, and will add this caveat to the map itself, to reinforce language in the narrative on page 32 that communicates this same point.	Page 33, new text in new box on page 33, Figure 3.3.2: “Potential buildings shown are for illustrative purposes only and do not represent the final building location mass and form or architectural design of future buildings.”
CHAPTER 3 – DISTRICT OVERVIEWS (3.3)					
3.3.1	Property Owner/ Developer	8/19	- The Entertainment District Last portion under Transportation - “Under this alternative approach, reductions in maximum building heights...” (pp 38) - As stated numerous times during the planning process, the owner of this property advised that the alternate approach is the only realistic solution. But any reduction in height (and therefore density) on the block to the west may make the economics of projects that would allow the realignment of Clark Street less feasible.	The key concern for this alternative approach is the type of court condition that could be created by the existing Crystal Plaza buildings and new 250 foot buildings on the found sites. However, height in and of itself is not the only relevant factor to consider, as placement and orientation of building towers will also have a strong influence on the potential conditions of that space. Staff concurs that reduction in heights should not be presumed to be the primary way in which to prevent any undesirable conditions, and will amend the text accordingly.	Page 38, revised text: “Under this alternative approach, reductions in the maximum building heights building form and massing for new development on this block between Clark-Bell Street and Jefferson Davis Boulevard must be carefully composed may be considered in order to ensure adequate permeation of daylight and air in this area.”

 = Pink shading indicates items not proposed to be addressed via changes to plan.

Commenter codes: PC = Planning Commission; LRPC = Long Range Planning Committee of the Planning Commission; TC = Transportation Commission; AHCA = Aurora Highlands Civic Association; ARCA = Arlington Ridge Civic Association;

Comment #	Meeting Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
3.3.2	Property Owner/ Developer	9/3	- The West Side Page 42; propose to add language when discussing the vision for the post office site, as follows: "... residential use. Considering the height of surrounding buildings that the Illustrative Concept Plan anticipates will remain and the close proximity of the site to the Metro entrance, flexibility in height limits may be appropriate. While it..."	The maximum heights recommended in the Plan are consistent with the heights included in the Policy Framework adopted by the Board in December 2008, and there is no intention to include flexibility regarding the heights for this area. However, there is language in the Plan that communicates an understanding regarding some flexibility as to the actual depth of block frontage for which various heights are allowed.	No Change.
CHAPTER 3 – SUSTAINABLE DESIGN (3.4)					
3.4.1	Property Owner/ Developer	8/19	- Why is affordable housing included in this section?	The inclusion of affordable housing, as part of a broader mixed-income and diverse community, is a key element of creating a sustainable place that is socially equitable and engaging, by enabling residents from a range of economic levels to live in a community.	No Change.
CHAPTER 3 – BLOCK STRUCTURE (3.5)					
CHAPTER 3 – TRANSPORTATION (3.6)					
3.6.1	TC Letter to County Board	7/8	Add a pedestrian/bicycle link to the Federal parkland on the east side of the rail tracks in the vicinity of Roach's Run.	The National Park Service/George Washington Memorial Parkway and Arlington County are undertaking an Environmental Assessment (EA) to evaluate enhancements to Roaches Run Waterfowl Sanctuary, Gravelly Point, and the Mount Vernon Trail. The assessment will study potential trail connections between the Mount Vernon Trail's Crystal City connector and Roaches Run. A final report has not yet been released by the National Park Service to show the final layout of the proposed trails. More information is available at: http://parkplanning.nps.gov/projectHome.cfm?parkId=186&projectId=23571	Figure 3.6.7 and 3.6.8, revise figures to indicate proposed pedestrian way and bike route providing improved access to Roaches Run, as depicted in the EA. Also update proposed Bike and Trail Network Map of the Master Transportation Plan to reflect this proposed connection.
3.6.2	TC Letter to County Board	7/8	Add text to the plan providing for additional cross streets on the large blocks between Crystal Drive and South Clark/Bell Street not currently identified as redevelopment blocks.	Staff concurs.	Page 49, revised text: "... Nevertheless, the County still adheres to its adopted policy of generally enhancing the street grid by breaking up large blocks, and any future efforts to redevelop such areas not anticipated in this Sector Plan should seek to provide additional cross streets east of Jefferson Davis Highway."

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3.6.3	TC Letter to County Board	7/8	Add additional cross streets to the long block bounded by US Route 1 and S. Eads Street between 23 rd Street S. and 33 rd Street S.	This is inconsistent with the Goals and Objectives of the adopted Policy Framework that discuss avoiding street designs that increase cut through traffic into residential neighborhoods. Additionally, public open spaces are proposed for most locations where these suggested cross streets would occur.	No Change.
3.6.4	TC Letter to County Board	7/8	Ensure sufficient space and access to Crystal Drive in the general vicinity of the VRE station to allow future construction of an Amtrak or high speed rail station, should the opportunity arise.	Staff concurs. No redevelopment is foreseen in the near-term in this area, it is anticipated that space and access would not be different from existing conditions. In case development activity in this area occurs much sooner, staff will add text that identified this goal.	Page 54, revised text: " ... or streamlined service. Finally, with consideration to planned future study for regional high speed rail through this area, sufficient space and access to Crystal Drive in the vicinity of the VRE station should be reserved in case opportunities arise to integrate such facilities with Crystal City."
3.6.5	Citizen comment to staff	7/11	There should be more community benefits provided to the County since excess off-street parking is reduced.	The Policy Directives (of the Plan's Policy Framework, adopted by the County Board, Dec. 2008) established new parking ratio goals for the entire Crystal City area of between 1 per 750sf and 1,000sf, for commercial office uses. As such, this would become the new standard against which parking provisions would be evaluated, and is consistent with long term mode split and parking ratios for Crystal City that are needed to make the transportation and land use connections work.	No Change.
3.6.6	Citizen comment to staff	7/11	Give examples of where shared parking could take place.	Crystal City is an excellent place to pursue shared parking opportunities. Donor and receiver sites could enter into contractual agreements to enable the sharing of spaces by tenants and visitors. This would require site plan amendments by both properties. An inventory of Arlington County office buildings (PBS&J, 2009) reported some very large garages in Crystal City with small parking ratios. Garages with these characteristics are typical of garages that would be good candidates for shared parking. This concept is part of County Policy in the Master Transportation Plan and should be considered in site plan projects whenever feasible and appropriate.	No Change.
3.6.7	Citizen comment to staff	7/11	Explore more possibilities with reduced or eliminated parking requirements.	There is the possibility that specialized projects could be explored, such as affordable housing that might be good candidates for such arrangements. The Plan could include general language that reinforces this policy of the Master Transportation Plan and encourages its consideration for future projects in Crystal City.	Proposed new language on page 73: "Arlington County has a policy that enables new projects to have a reduced amount of parking when they incorporate specialized projects such as affordable housing. It is expected that Crystal City property owners will consider this option as they redevelop their properties."

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3.6.8	Citizen comment to staff	7/11	With regards to not addressing needs of off-street retail parking. Is report referring to Restaurant Row study?	The 2005 Study is specifically focused on the conditions along 23rd Street S. between Fern and Eads Streets (Restaurant Row). The Plan language can be modified to make that explicitly clear. Beyond that, the plan advocates for the current standard practice of handling retail parking in the review of site plans, to provide an appropriate amount of retail parking and maximize shared parking opportunities. This sentence was adopted as part of the Goals and Objectives of the December 2008 Adopted Policy Framework. This statement is a product of the Crystal City Planning Task Force consensus document that comprises the Goals and Objectives, and as such reflects something sought by participants in the planning effort.	Page 72, revised text: "A 2005 study of the retail area along the 500 block of 23rd Street South (Restaurant Row) showed that while on-street parking spaces were often congested, spaces in private lots were underutilized. The This study found employees..."
3.6.9	Citizen comment to staff	7/11	Discouraging modes sentence should be changed.	Objectives of the December 2008 Adopted Policy Framework. This statement is a product of the Crystal City Planning Task Force consensus document that comprises the Goals and Objectives, and as such reflects something sought by participants in the planning effort.	Page 72, revised text: "...encourage sustainable development. These processes also enable the County to advance its broader policy of ensuring that minimum parking needs are met and excessive parking is not built..."
3.6.10	LRPC	7/22	Better information needs to be provided regarding potential traffic impacts. Ideally likely scenarios at various stages of development should be discussed, and clarity is needed on whether and how planned growth in Alexandria's North Potomac Yard area was factored into analyses for Crystal City.	The Crystal City Multimodal Transportation Study forecasted person and vehicle trips using conservative assumptions about mode split and modeled future trips based on an earlier draft of the plan that included 5 million square feet more development than the currently proposed plan. This model focused on the Crystal City area as defined in the sector plan, however; background travel patterns were extracted from the Metropolitan Washington Council of Governments regional demographic forecasts. The background data included Alexandria's current Potomac Yard development and the forecasts also used the approved COG regional land use forecasts for the future travel generated. Arlington completed its Multimodal Transportation Study in 2009 and the City of Alexandria rezoned Land Bay F and L in the spring of 2010. However, the planned streetcar project will involve a traffic analysis with modeling that factors in the build out of the City's recently approved plan for Land Bay F and L. Staff has also been collecting real and up-to-date household and commercial building survey data that reflects better mode split performance than the assumptions used in the study. The City's plan proposes to replace auto centric retail center with mixed-use transit oriented development, with transportation demand management strategies, and established limits on the amount of development that can be approved before an infill Metrorail station is built. In the future, any site plan in Crystal City will require a full blown TDM plan, something that is lacking in many Crystal City buildings today.	No Change.

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3.6.11	Property Owner/ Developer	8/19	<p>3.6.4 Transportation – Pedestrian and Bicycle Accommodation: Pedestrian Bridges and Tunnels – “the Plan recommends no new pedestrian bridges, and the removal of the existing pedestrian bridges in Crystal City...” (pp 52-53)</p> <p>- The Crystal Drive pedestrian bridge provides a valuable extension of weather protected metro access to 2.5MM SF of office space. This recommendation deserves further discussion, and no change should be expected before the first major redevelopment project of the Plaza block (23rd to 20th and Crystal Drive to Clark St.) is completed.</p>	<p>Similar to recent removal of other pedestrian bridges in Crystal City and other high-density mixed-use areas of the County, the recommendation to remove the Crystal Drive pedestrian bridge is partly directed at the goal of increasing pedestrian activity on sidewalks at ground level and opening up vistas along Crystal Drive. Condition #76 in the Site Plan Amendment to approve 220 Twentieth Street requires the Sector Plan’s recommendation concerning this bridge to be completed within three years after County Board adoption of the Sector Plan.</p>	No Change.
3.6.12	Property Owner/ Developer	8/19	<p>3.6 Transportation: Roadway Sections (pp 62-71)</p> <p>- There appear to be discrepancies between the overall road sections and the sidewalk sections shown elsewhere in the plan. Please add clarifying language that the overall building-to-building ROW sections and curb-to-curb dimensions take precedence so that the dimension strings include curbs and gutter pans.</p>	<p>In instances where such discrepancies occur, the overall building-face to building-face dimensions would take precedence. Also, certain flexibility will be needed in allocating the building-face to building-face dimension between the sidewalk and street areas to achieve right of way designs that meet future needs.</p>	<p>Page 60, revised text: “... street and final details may vary. Also, where this Plan’s build-to lines, cross-sections, and sidewalk with design guidelines depict varying information regarding roadway sections, the overall building to building right-of-way section should take precedence.....”</p>
3.6.13	ARCA/ AHCA	9/11	<p>Add language to Sector Plan to disallow cut through Streets between Route 1 and Eads Street south of 23rd Street</p>	<p>While staff does not concur, no cut through streets are included in the Sector Plan at these locations, or in the Master Transportation Plan amendments. The language in the Goals and Objectives regarding this matter (“Direct traffic to major arterials...”) was carefully developed during a work session discussion with the County Board, Task Force, and staff. Furthermore, the Sector Plan calls for required public open space at these locations, which would provide bicycle and pedestrian connections, which will prevent new streets in these locations.</p>	No change.

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3.6.14	TC	9/21	<p>3.6.5 (or 3.6.6) Existing and Proposed Transit Conditions</p> <p>Proposed revised text: -County staff should continue to work with WMATA on a regular basis to analyze the effectiveness of existing bus service in and around Crystal City and opportunities for upgraded service, including consideration of circulator-transit service that would connect residential areas west of Jefferson Davis Highway to the new transitway.</p> <p>Proposed revised text: - Efforts shall be made to provide and ensure maximum access to the Transitway from the west side of Route 1. Integration of the residents and businesses of the entire Plan area is essential to the success of the Plan. Consideration should be given to a circulator bus and other means to ensure full participation in the Transitway system.</p>	<p>Staff generally concurs, and proposes new text referencing the future consideration of a circulator service better connecting the east and west sides of Crystal City.</p>	<p>Page 54, Proposed revised text: "Additionally, the County will continue to work with WMATA on a regular basis to analyze effectiveness of existing bus service in and around Crystal City and opportunities for upgraded service, including consideration of circulator-transit service that would connect residential areas west of Jefferson Davis Highway to the new transitway and opportunities for upgraded or streamlined service."</p>
3.6.15	TC	9/21	<p>3.6.10; Proposed revised text: -Use education and marketing to encourage parking managers to unbundle parking from the cost of renting or owning a unit, introduce parking cash-out, or reduce or remove monthly parking subsidies</p>	<p>Staff concurs and will insert this recommendation into the plan from the Multimodal Transportation Study.</p>	<p>Page 73, Proposed revised text: "...lobby transportation information displays, and regular promotion of the range of transportation options available. Additionally, education and marketing should be used to encourage parking managers to unbundle parking from the cost of renting or owning a unit, introduce parking cash-out, or reduce or remove monthly parking subsidies."</p>
CHAPTER 3 – PUBLIC REALM (3.7)					
3.7.1	Property Owner/ Developer	8/19	<p>3.7.4 Public Realm – Public Open Space: 23rd Street Park – "space could provide a direct entrance to the underground or could be linked to the existing access point at 23rd Street through a creative streetscape design that celebrates the connection between the underground entryway and the plaza. Solar panels could be incorporated into the design of the northern building wing." (pp 82)</p> <p>- The small wing shown in the plan is not practical and this description with recommendations for solar panels is too detailed for a plan of this scope.</p>	<p>The wing that defines the northern edge of the public open space plays an important role of defining the space with an attractive and active urban edge, and also screens the existing Crystal Plaza apartment buildings, which are two important objectives for this particular park/plaza.</p> <p>Staff concurs that the recommendation regarding solar panels at this particular location is unnecessarily specific and will revise text accordingly.</p>	<p>No Change.</p> <p>Page 82, revised text "...and the plaza. Solar panels could be incorporated into the design of the northern building wing to help power plaza lighting and to celebrate renewable energy sources."</p>

Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
3.7.2	County	9/3		3.7.4 Public Realm – Public Open Space: Overview text should include reference to the ongoing construction of Long Bridge Park immediately north of and directly accessible to Crystal City.	Page 74, revised text: "Figure 3.7.1 (p. 76) shows the Master Plan's proposed public open space network relative to the existing and planned public open spaces nearby, such as the multi-phased Long Bridge Park with Phase I outdoor currently under construction. These existing public open spaces and streetscapes provide accessible amenities and a good foundation for future enhancements to the public realm as recommended in this Plan." Figure 3.7.1, to be revised as described to the left.
3.7.3	County	9/8		½ mile circles should be added to surrounding open space amenities shown in figure 3.7.1 to indicate the level of accessibility that residents and workers in Crystal City have to other spaces nearby.	
CHAPTER 3 – DENSITY & BUILT FORM (3.8)					
3.8.1	LRPC	7/22	The Tower Coverage recommendations for 75% and 85% tower limits on several blocks seem extremely high and would permit significantly more bulk and massing than is desired for the area if developers choose to maximize the plan's allowable building envelope for a site. The challenge regarding tower coverage involves balancing the desire for creative building forms while preventing buildings with unnecessarily large floor plates.	The Tower Coverage recommendations were based generally on the approximate levels of tower coverage in the Illustrative Concept Plan, with values being rounded up to 1) account for some needed flexibility as individual site plan buildings are designed that may vary somewhat from the Plan and 2) normalize the values so there are just a few different categories for tower coverage. The points raised regarding the potential for extremely large tower floor plates are valid, and staff proposes the addition of recommended maximum floor plates to the design guidelines text.	Page 115, revised text: "Forming Towers: Building massing above the podium should avoid long, continuous volumes of bulk along block perimeters in order to allow light, air, and views to penetrate into and through blocks. Tower massing should allow light, air, and views to penetrate into and through blocks. For commercial office uses, tower floor plate sizes above the podium base should generally not exceed 35,000 square feet up to 250 feet of height, or 30,000 square feet above 250 feet of height. For all other uses, tower floor plate sizes above the podium base should generally not exceed 40,000 square feet up to 250 feet of height, or 30,000 square feet above 250 feet of height. In general, towers should be configured such that no block has less than two towers." Page 94, revised text: "In a few select instances, exceptions to this rule....."
3.8.2	LRPC	7/22	On page 94, in the last sentence of "Tower and Building Spacing", the last draft had the sentence beginning: "In a few select instances", whereas in the current Draft 2.0, the word "few" has been deleted. In order to emphasize the preference for limiting the instances of tower separations less than 60 feet, the word "few" should be reinserted.	Staff concurs, and will revise text accordingly.	

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3.8.3	ARCA AHCA	9/11	<p><u>Building Heights-</u></p> <p>Section 3.8.5 of the Sector Plan grants exceptions to three sites with buildings that currently exceed the heights recommended in the Sector Plan. This exception interferes with the tapering strategy specified in the plan.</p>	<p>Staff understands the neighborhood concerns on this item. Staff is proposing to revise the language to discuss the possibility of flexibility regarding building heights in a more general fashion.</p>	<p>Page 94, revised text:</p> <p><u>"...Zoning Ordinance. These recommended maximum building heights correspond with the heights depicted in the Illustrative Concept Plan renderings, which reflect a preferred vision for the future Crystal City. In order to encourage redevelopment in certain instances, there may need to be flexibility regarding building heights specifically for existing site plan buildings that exceed recommended plan heights, examined on a case-by-case basis. Flexibility, if any, should only be considered in instances where the resulting redevelopment significantly furthers plan goals, such as an improved transition between Crystal City and surrounding single family residential neighborhoods, and where such development would not be achievable unless such flexibility were allowed. Also, properties where existing site-plan buildings exceed the Sector Plan heights should provide appropriate transition yet have flexibility in heights, within certain limits. Generally, this flexibility would provide up to an additional 25 feet or 40 feet, where planned maximum building heights are 560 feet or 775 feet, respectively; or, for sites with two maximum height designations, up to an additional 65 feet could be allowed on the portion planned for 775 feet. The height of a new building should never exceed that of the building being replaced. Finally, the depths of height limit..."</u></p>
3.8.4	ARCA AHCA	9/11	<p><u>Building Heights-</u></p> <p>Approved heights allow 50' increase (from 60' to 110') in neighborhood transition zone (corner of Eads and 22nd).</p> <p>Recommend reducing the building height at the corner of 22nd and Eads street to current height (110 ft to 60 ft.) to establish proper transition to the neighborhood Restaurant Row block. If planned height is not lowered, developer must supply parking to accommodate Restaurant Row, as a minimum, to earn the 110 height</p>	<p>The heights for this site were adopted by the Board as part of the 2008 Policy Framework, and reflect discussion among staff, the task force, and property owner that the height of up to 110 feet would be recommended in the Plan with the expectation that the key community benefit of a site plan building with such height at this site is parking to support the Restaurant Row retailers. This point is made on page 42, but will be further emphasized on page 94. As a matter of fact, the existing zoning could allow for a site plan building of up to 12 stories or 125 feet, which is taller than the Plan's recommendation.</p>	<p>Page 94, revised text:</p> <p><u>"...Zoning Ordinance. In certain cases, such as the corner of 22nd Street and Eads Street where the key objective is for parking to support 23rd Street retailers, plan heights are recommended to help achieve particular goals. Also, properties..."</u></p>

Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
3.8.5	Property Owner/ Developer	9/21	<p>Please consider adding language relating to the conflict with the existing building heights of certain apartments (Crystal Towers, Crystal House, etc.) and the lower proposed Crystal City Sector Plan heights:</p> <p>Page 95, new text suggested: "In instances where existing building heights exceed the building heights set forth in this Plan, such buildings shall not be deemed non-conforming by the adoption or implementation of this Plan and nothing in the Plan shall restrict or prohibit the reconstruction, redevelopment, or maintenance of such buildings in accordance with their existing zoning district and/or approved site plan."</p> <p>Suggested footnote on page ___ "**The Crystal House Apartments with a building height of 139 feet shall not be considered a nonconforming building and shall be able to be reconstructed, redeveloped, and maintained in accordance with such building's existing heights as permitted in its applicable zoning district and/or approved site plan."</p> <p>Suggested footnote on page ___ "**Crystal Towers Apartments with a building of 123 feet shall not be deemed a nonconforming building and shall be able to be reconstructed, redeveloped, and maintained in accordance with such building's existing heights as permitted in its applicable zoning district and/or approved site plan."</p>	<p>Staff concurs with suggestion to add language to this effect, but on a general level as an overall statement of fact, rather than adding very specific references in multiple locations to cite the several buildings in particular. Reference will remove the "or" from the "and/or" clause, as it is the approved site plan that would allow for the rebuilding of the property in the event of a casualty or loss.</p>	<p>Page 95, add new text as note in lower left corner of map: "In instances where existing building heights exceed the building heights set forth in this Plan, such buildings shall not be deemed non-conforming by the adoption or implementation of this Plan and nothing in the Plan shall restrict or prohibit the reconstruction, redevelopment, or maintenance of such buildings in accordance with their existing building heights as permitted in their applicable zoning district and approved site plan."</p>
CHAPTER 3 – LAND USE & USE MIX (3.9)					
3.9.1	Property Owner/ Developer	8/19	<p>Figure 3.9.1 Land Use Map: - Language should be added to provide flexibility to the Land Use Map (Figure 3.9.1) if such flexibility furthers others goals of the plan. For example, the Class A office district around 18th Street has a target use mix of a minimum 70% office, but certain sites may not have large enough floor plate sizes that work well for office. As increasing residential GFA is an overall plan goal, flexibility should allow such a residential building even though the office use mix for the block may drop below 70% in that scenario.</p>	<p>Staff concurs, as there are expected to be situations where other, important plan goals can be met given some reasonable flexibility around the threshold percentages. Staff will revise text accordingly.</p>	<p>Page 102, revised text: "The Land Use Map does not specify the precise balance of uses for any given zone, beyond the minimums already described, and even then, there should be flexibility in meeting these minimums when doing so would further other goals of the Plan."</p>

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3.9.2	Property Owner/ Developer	8/19	<p>3.9.2 Land Use and Use Mix – Retail Uses: Planned Retail Use (pp 106- 107)</p> <p>- The plan proposes too much retail and the corresponding language needs to be tempered. There can not be an expectation for retail lining all of the interior corridors and proposed street frontage areas. Flexibility is needed based on market conditions. The latest County studies appear to recognize this.</p>	<p>Figure 3.9.3 depicts the specific street frontage areas where retail is required, and also shows the internal areas where retail, cultural, and civic uses would be allowed. While not specifically addressed as part of the Task Force and planning process, it's anticipated that other commercial office uses may be viable activities for some other underground space. However, staff recommends new text be added to highlight where the priority areas are for internal retail, to distinguish from other internal areas where office or other commercial uses may also be allowed.</p>	<p>Page 106, revised text: "... around major activity nodes. In that spirit, retail activities in the Underground should be prioritized generally in the proximity of the Metro Station entrance north of 18th Street, as well as in the 2,100 Shops in the center of the block between 20th and 23rd Streets. Cultural, civic, or other commercial, including office, uses may be considered in the balance of the Underground space."</p>
3.9.3	Property Owner/ Developer	8/19	<p>3.9.5 Land Use and Use Mix – Community Services: Planned Community Services (pp 109)</p> <p>- It should be emphasized that these are neighborhood-level improvements, not expectations of individual site plans.</p>	<p>Staff views these as neighborhood serving uses that will in most cases need to be incorporated as part of redevelopment, given the limited amount of County-owned land in Crystal City. However, the language can be revised to acknowledge discussions in Chapter 4 that note these types of neighborhood serving uses can be factored in as density exemptions for individual projects, while other incentives or partnerships should also be explored.</p>	<p>Page 102, revised text: "Future community facilities and services in Crystal City will likely be achieved as part of redevelopment projects (possibly through public-private partnerships), or programmed in existing spaces, and discussions in Chapter 4 identify density exemptions as one of the incentive-based strategies to realizing such spaces, given the lack of publicly owned land."</p>
3.9.4	Property Owner/ Developer	8/19	<p>3.9.6 Land Use and Use Mix – Parking: "Above grade parking is strongly discouraged" (pp 110)</p> <p>- This language should be changed to: "Below grade parking is preferred over above grade parking, but above grade podium parking is anticipated in this Plan..."</p>	<p>Staff does not concur, and believes the complete text on this page that speaks to this matter appropriately and accurately conveys the plan's goals.</p>	<p>No Change.</p>
3.9.5	County	9/10		<p>3.9.6 Parking: (pp 110)</p> <p>- The reference to the Parking and Curb Space Management Element of the Master Transportation Plan needs to be updated to reflect that it was adopted in November 2009.</p>	<p>Page 110, revised text: "Furthermore, as in the County's recently updated updates its Master Transportation Plan – Parking and Curb Space Management Element (under development), there is wide recognition that current parking requirements in the zoning code are more geared towards auto-oriented areas and by right development."</p>
CHAPTER 3 – WATER, SANITARY, & STORMWATER INFRASTRUCTURE (3.10)					
CHAPTER 3 – DESIGN GUIDELINES (3.11)					
3.11.1	LRPC	7/22	<p>The design guidelines treat the tops of buildings as just the top 2-4 floors, which could result in new buildings that are just taller, larger versions of what's in Crystal City today, including flat tops.</p>	<p>Design guideline language on pages 115 and 117 of the Plan discusses the desired goals of distinctive building top treatments, which are distinctly different from the types of building tops of most existing buildings in Crystal City.</p>	<p>While no text changes are proposed, staff proposes the inclusion of several images of building tops to support the narrative on buildings tops on page 117.</p>

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3.11.2	LRPC	7/22	The FAR approach arguably can result in more building sculpting than the Plan's proposed farmed based approach, which also appears to constrain creativity in the architecture of future buildings.	An FAR-based approach alone would provide no further guarantee in providing building sculpting than a form-based approach. The design guidelines in the plan recommend two types of building tower setbacks – multiple and single setback strategies, which should provide for a mix of building varied maximum building heights will also add to distinct sculpting of the overall Crystal City urban form.	No Change.
3.11.3	Property Owner/ Developer	8/19	3.11.5 Design Guidelines – Public Sidewalk Frontage: Public Sidewalk Frontage (pp 122-123) - There are inconsistencies between sidewalk widths shown here and sidewalks shown on Street Sections. The sidewalk width of the rear service lane/alley in Plaza Block was changed from the last Plan version. There is no reason for a 15-18' sidewalk at this location and it should be changed. An 8' sidewalk at that location should be acceptable.	The sidewalk widths shown in the Public Sidewalk Frontage map are presented in general ranges that approximate the desired widths, whereas the sections depict a specific sidewalk width in feet. Staff will review for consistency to see if any further changes are needed to avoid conflict. Staff concurs with the need to reexamine the sidewalk width of the rear service lane in the Plaza Block, but believes 8 foot is too narrow for adequate street trees and clear zone. 12 foot minimum is recommended for this facility.	Legend for Figure 3.11.3 needs to be updated for general consistency with street cross sections depicted in the plan and additional category added for a 12' sidewalk to be applied at least for the rear-service alley in the center of the Crystal Plaza block.
CHAPTER 4 – IMPLEMENTATION					
4.1	Property Owner/ Developer	7/27	The following text should be included to state the importance of limiting adverse impacts to existing properties in Crystal City: "Any Site Plan approvals for new construction must provide mitigation of impacts on existing adjacent uses/buildings including, but not limited to, considerations as to spatial separation, shadows, window placement, orientation, height, tapering, open space, location of access/loading and general design compatibility."	The suggested text is generally consistent in spirit with recommendations elsewhere throughout the plan that call for new development to be compatible with and responsive to existing development anticipated to remain for some time. Staff will refine the suggested text and proposes its incorporation in the Zoning and PDSP discussion in Chapter 4.	Page 134, revised text: "Administrative Regulation 4.1 Governing the Submittal of Site Plans should be referenced for additional information on the requirements regarding PDSP and ultimately final site plan submissions. Furthermore, as site plan proposals are being developed for new buildings, designs for such projects must take into consideration existing adjacent uses/buildings and pertinent factors, including but not limited to, spatial separation, shadows, window placement, orientation, height, tapering, open space, location of access/loading and general design compatibility."
4.2	LRPC	7/22	The introduction to the public open space actions might be interpreted as a lack of commitment to the open spaces within Crystal City. Additional clarifying language should be added to reiterate the goals for achieving open space in Crystal City itself.	Staff concurs, and will revise text accordingly.	Page 139, revised text: "... and vital Crystal City community. These adjacent or nearby open spaces, combined with the timely achievement of the public open spaces identified within Crystal City as redevelopment ensues, will be critical to achieving the high quality of life envisioned for Crystal City and nearby residents. Furthermore, nothing in the Concept Plan or the following Action Steps should be interpreted as displacing the smaller site-specific gathering places and green spaces that may be appropriate to individual site plans."

Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
4.3	Crystal City resident	7/29	The Underground does not get any mention in the implementation chapter, which creates the risk that its importance in the overall plan may be overlooked. A new action step should be created (possible between steps 16 and 17). (Note: suggested text has largely been incorporated into the proposed changes to Sector Plan shown in last column.)	Staff concurs, and will revise text accordingly.	<p>Page 138, revised text, add as new action between actions 16 and 17 (and adjust numbering throughout chapter as needed):</p> <p>“Action . . . Develop a Strategy for Enhancing the Multi-Faceted Role that the Underground serves in the Crystal City Community.</p> <p>As noted in several different parts of the Plan and as confirmed in Policy T6 which specifically deals with the Underground, this feature of Crystal City as it exists today already serves a multitude of different functions. In the context of several important objectives of the Plan, however, there is scope for substantial improvement.</p> <p>A strategy needs to be established from the outset to serve as guidance during redevelopment, and to help ensure continued and improved efficacy of the following functions: a) facilitating and encouraging the increased use of public transit by providing a convenient and protected pathway to the Metro entrance(s), and the planned multi-modal transit center; b) providing an added dimension to the walkability of Crystal City; c) containing space for retaining retail suited for interior locations as a complement to storefront retail while also providing additional access to such storefront retail; and d) offering excellent opportunities for the positioning of community/County services, arts & entertainment facilities, and community gathering space.”</p>

Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
4.4	LRPC	7/22	An item should be added to Chapter 4 for a data driven periodic report that tracks and describes progress made towards achieving measurable plan goals. The report should be prepared biennially, and a standing committee/working group should be formed to assist staff with the review of the report and with establishing a detailed outline identifying the types of measures that would be tracked. Planning Commission recommendation provides specific suggested language (as reflected in right-hand column).	Staff concurs, and proposes additional text in Chapter 4 to create a new Action Step under the topic of 4.2.6 Community Building. It is envisioned that members of the review council could also be involved in facilitating broader neighborhood feedback and input on future redevelopment proposals, for example, in the context of Site Plan Review Committee meetings.	Page 140, revised text, add as new action after Action 3 I. (and adjust numbering throughout chapter as needed): <u>On-going Monitoring and Evaluation of Plan Implementation</u> "Action Working with a new Board- or County Manager-established Review Council for Crystal City, comprised of both residents of Crystal City, and representatives of business owners, commercial property owners, and adjacent civic associations, implement an on-going monitoring and evaluation process to ensure the achievement of Plan objectives and identify areas that may require modification. Components of this process would include: a) <u>Outlining the format and data required for a biennial report to the County Board on progress on implementation actions, any areas of nonconformance with the Plan resulting from by-right development or negotiated through site plan, adverse impacts of Plan implementation, changes in occupancy rates of office space and hotel rooms, traffic counts on roads within or connecting to the Plan area, achievement of community services, parks, and other community amenities, and other elements identified by the Review Council, County Board, or staff.</u> b) <u>Establishing and implementing a meeting schedule for the Review Council that provides for interim progress reports by staff and for review of the biennial report developed by staff.</u>
4.5	LRPC	7/22	The recommendation on Occupancy Guidelines should be clarified in that it only refers to designated affordable units (as opposed to all units).	In fact, staff supports removing this recommendation from the Plan entirely as it adds limited value as a plan-specific action, given its presence in broader County practice and goals.	Page 136: Delete Action 11 regarding Occupancy Guidelines from the Plan text.

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Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
4.6	LRPC	7/22	Suggests the Plan should include a discussion around increasing AHIF fund to create affordable housing in Crystal City, in addition considering whether a portion of the Tax Increment Funding mechanism being created to fund public infrastructure should go towards building affordable housing in/near Crystal City.	Projections prepared by County staff indicate that if the Crystal City area is built out according to the 2050 plan, and if at minimum all of the projects are subject to the Affordable Housing provisions of the Zoning Ordinance, approximately \$230 million will become available over the life of the plan to support the creation of committed affordable housing. This estimate does not include any potential additional affordable housing contributions from those projects that might generate significant additional community benefit contributions related to bonus density.	No Change.
4.7a	Property Owner/ Developer	8/19	4.2.2 Implementation Steps – Land Use and Zoning: Second paragraph defers the issue of community benefits saying the Ordinance will reflect the “ultimately selected approach” (pp. 134) - This needs to be resolved prior to plan adoption PDSP language (pp 134) Language needs to provide further flexibility, especially for multi-owner blocks.	Similar to ongoing work being done on the TIF, a construct for approaching community benefits, including consideration of any tear down credits or similar mechanisms, is being developed by staff. The staff report will convey a broad level framing of the approach to community benefits, but the final details of the construct will not be an element that is incorporated into the Plan itself. Staff supports the current language in the Plan that emphasizes the importance and desire for full block PDSPs, but acknowledges the types of situations where a full-block PDSP would be a lower priority and therefore provide some flexibility. Where new or relocated streets, open space, and transit are planned for a block, full block PDSPs, at least in terms of physical planning, will be critical to ensuring a fully functional infrastructure network in Crystal City through incremental phases of redevelopment.	No Change.
4.7b	Property Owner/ Developer	8/19	4.2.2 Implementation Steps – Land Use and Zoning: “Based on street cross-sections and existing conditions, projects would provide a build-to line that accommodates (or does not preclude) the desired right-of-way widths” (pp 134) -Add language about long term interim street cross-section conditions being expected and acceptable.	Staff concurs, as this suggested clarifying language is consistent with the qualifying note regarding the street cross-sections included on page 62. The text will be revised accordingly.	Page 134, revised text: “Based on these cross-sections and existing conditions, projects would provide a build-to line that accommodates (or does not preclude) the desired right-of-way widths in coordination with existing conditions, recognizing that interim conditions that differ from the cross-sections included in this plan are anticipated as a result of project phasing.”

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Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
4.8	Property Owner/ Developer	8/19	<p>4.2.3 Implementation Steps – Affordable Housing: Sets affordable housing goal of 20 percent of the gross floor area above the GLUP for residential and an "additional contribution" for commercial and 550-1200 new on site units with Plan area from page 102. (pp 134)</p> <p>-This is simply not financially feasible as discussed on numerous occasions and will, at least for the foreseeable future, preclude new residential development.</p>	<p>Current language under Action 6 on pages 134 and 136 qualifies the goal of 20 percent of the gross floor area above the GLUP as committed affordable as being an aspirational goal, and the extent to which the full 20 percent can be achieved will vary on a project by project basis, either due to potential credits or other economic considerations that may factor into a particular project, or as a result of total or partial substitution of an affordable housing contribution towards other compelling public priorities.</p>	No Change.
4.9	Property Owner/ Developer	8/19	<p>4.2.4 Implementation Steps – Transportation: Crystal Drive Configuration (pp 137)</p> <p>- Crystal Drive configuration with a dedicated transit lane is still a serious concern of the property owners, and mixed-traffic operation is recommended.</p>	<p>Staff continues to support the recommended street car improvements with dedicated transit lanes to the extent feasible. Current planning efforts on the Crystal City Potomac Yard Transitway project are examining the possibility of dedicated transit bus lanes during peak periods.</p>	No Change.
4.10	Property Owner/ Developer	8/19	<p>4.2.5 Implementation Steps – Public Open Space: New Action 26 requires development of more detailed strategy ensuring creation of Center Park. (pp 139)</p> <p>-Development of the 2121 Crystal Drive in-fill site is already tied to the development of Center Park. Additional "strategy" can not further limit development or redevelopment.</p>	<p>The intent of the language describing this action step is to explore potential strategies to allow the timely realization of Center Park, recognizing that an existing office building needs to be removed in the process. While the anticipated focus on creating these new strategies would be the consideration of tools such as packaging development potential from other sites to this site, for example, the potential use of triggers cannot be fully discounted at this point in time, and must be determined as part of future study.</p>	No Change.
4.11	Property Owner/ Developer	8/19	<p>4.2.7 Implementation Steps – Environmental Sustainability: New language calls for feasibility study of district energy system options for Crystal City. (pp 141)</p> <p>-This undertaking should be a County endeavor with property owner involvement. Additional costs for implementation should not be passed on to property owners.</p>	<p>The existing wording in the Sector Plan can be refined to be more specific regarding what kind of voluntary plan we think could be created. However, prior to the actual completion of an Integrated Energy Master, decisions as to who will or should pay for it should be determined as part of associated future discussions.</p>	<p>Page 141, revised text: There are many different district energy system options and configurations that could be used in Crystal City. Conducting a feasibility study <u>Creating an Integrated Energy Master Plan (IEMP) will help determine the most viable options that will improve Crystal City's economic competitiveness, energy supply, pricing, and reliability, provide benefits to property owners and developers, and reduce greenhouse gas emissions related to Crystal City activities.</u></p>

Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
4.12	Property Owner/ Developer	8/19	<p>4.2.8 Implementation Steps – Economic Development: Chart on page 142 seems to reinforce notion that neighborhood-level improvements are paid through additional density. (pp 142)</p> <p>-Language needs to be tempered based on project financial feasibility.</p>	<p>Staff proposes to revise text to clarify that potential tear-down or plan improvement credits factored into the community benefit negotiations may influence the amount of development contributions that can be anticipated for neighborhood level improvements.</p>	<p>Page 141, revised text: However, in addition to the multi-year funding sources supported by the CIP, projects would be able to exceed densities shown in the Base Densities Map by providing development contributions towards achieving these neighborhood level improvements, depending on project financial feasibility. will allow such projects to achieve densities above those outlined in the base densities map.”</p>
4.13	Property Owner/ Developer	8/19	<p>Action 35 calls for the use of a non-CDA TIF and states that Service District would likely be established as a supplemental tool and as a backup for the TIF. (pp 142-143)</p> <p>-The details of the proposed TIF need to be resolved prior to or consecutively with Plan adoption.</p> <p>- While the use of a Service District as a back-up may be an acceptable part of an appropriate TIF proposal, it is not acceptable as a stand alone “supplemental tool.”</p>	<p>In June 2010, the County Board adopted a Capital Improvement Plan that includes funding for the next six years to undertake the first phase of projects to set the stage for initial redevelopment. Staff has also been developing a detailed recommendation on the use of a TIF mechanism to fund projects beginning in Phase 2 (FY 2017 and beyond), and per the Board’s direction, will report back by October with more information on this item.</p> <p>It is not the intent of this Plan to use a Service District as a standalone “supplemental tool”, and staff will delete the associated text.</p>	<p>No change.</p> <p>Page 102, revised text: “Once put into effect the district would allow financing as needed. Additionally, a service district would likely be established as a supplemental tool and also to function as a back-up in case growth lags and the TIF district is not generating the amount of funds anticipated or needed to support the infrastructure.”</p>
4.14	Property Owner/ Developer	8/19	<p>4.3 Implementation Matrix: New emphasis on the ordinance creation (pp 144)</p> <p>- What is realistic timing and how does that work for first project?</p>	<p>Staff anticipates that development of Zoning Ordinance Amendments to create a new district for Crystal City will take approximately six months after a Sector Plan is adopted.</p>	<p>No change.</p>
4.15	County	9/1		<p>4.2.6 Implementation Steps – Community Building: County proposes revised text to mention potential for other programs beyond Neighborhood Conservation that could be used in such instances.</p>	<p>Page 140, revised text: “Action 29. In areas adjacent to Crystal City, employ the Neighborhood Conservation program or other appropriate County programs as a means of achieving desired capital improvement projects.</p>

Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
4.16	County	9/2		County proposes revised text to further detail examples of streets that would be monitored regularly for any change in travel patterns, and to set a target for a five percent in average daily vehicle trips in the general area by 2030 as a result of future development in Crystal City.	<p>Page 139, revised text:</p> <p>"...in travel patterns that may occur over time. Examples of specific streets that will be monitored regularly include Crystal Drive, Clark-Bell Street, 15th Street, 18th Street, 23rd Street, and Arlington Ridge Road, among others. The maximum allowable threshold for the Crystal City area will be a five percent increase in average daily vehicle trips through 2030, and trip growth on no local street shall exceed five percent growth as a result of development in Crystal City before 2030. In instances..."</p>
4.17	County	9/2		County proposes revised text to identify mitigation strategies that could be pursued if an unanticipated impact of significantly more trips resulting from development in Crystal City is realized.	<p>Page 139, revised text:</p> <p>"... will be considered for implementation. Examples of potential mitigation strategies include increased transportation demand management resources in Crystal City to direct trips away from single occupancy vehicles, additional bus service to make transit more attractive, and working with regional partners on other efforts. Respecting the Plan's..."</p>
4.18	Crystal City resident PC	9/3 9/15	4.2.5 Implementation Steps – Public Open Space: Concerns about inadequacy of the total proposed open space have frequently been met by reassuring statements of: "yes, but this is just a guaranteed minimum; we will endeavor to get more, at every PDSP and SP opportunity"; It would be more reassuring if such an intention/goal were to be explicitly included as an 'Action Statement' for public open space in the Plan;	Staff generally concurs and will revise text accordingly.	<p>Page 139, new text after Action 22:</p> <p>"Action : "Continually explore opportunities that arise through individual site plans, phased development site plans, and redesign of other public and private spaces to provide additional green park spaces and other public open spaces, including public access to rooftops, beyond those identified on the public open space map. In addition, consider enhanced treatments to pedestrian connections linking [park] spaces."</p> <p>"To complement the public open space network to be achieved through Action 20, this task focuses on a continual effort to seek potential additional open space, of various kinds, that could be achieved in the course of reviewing and approving individual site plan development proposals. This effort is particularly important should there be the opportunity to achieve additional open space through the redevelopment of areas not envisioned in the Plan..."</p>

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Comment #	Meeting Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
4.19	County	9/8		County proposes revised text to clarify that Aurora Hills Senior Center and Library, as well as Long Bridge Park, are amenities that exist or are under construction that should be acknowledged for the offerings they provide.	Page 140, revised text: "Action 31: ... self-reliant and vibrant. Just beyond the Crystal City planning area are existing or emerging facilities that provide some of these key services to existing residents — Aurora Hills Senior Center and Library, and Long Bridge Park; these and other civic services will be provided as a matter of course by the County government as Crystal City redevelops and defined service need benchmarks are reached. The County..."

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Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
4.20	County	9/8		<p>County proposes slight text revisions within Action Item 6 on affordable housing.</p>	<p>Page 134, revised text:</p> <p>6. Employ Policy Directive H5 H4 of this Plan, in addition to the Affordable Dwelling Unit (ADU) Housing Ordinance, to achieve committed affordable housing units through the realization of bonus density.</p> <p>... The Ordinance allows developers to choose whether to provide on-site or off-site units using an Ordinance-specified percentage of the increased gross floor area (GFA) above 1.0 Floor Area Ratio (FAR) for the density up to the General Land Use Plan maximum or a cash contribution based on annually established rates. ...</p> <p>.... up to 60% of the area median income (AMI) on-site; affordable ownership units would target households up to 80% of AMI. Applicants may submit an alternative affordable housing plan for consideration by the County, as part of the site plan to be considered by the County Board. For commercial projects that exceed the maximum base density, an additional contribution will be negotiated based upon the amount of bonus additional density, subject to the County policy at the time of the site plan application.</p> <p>... Furthermore, as is already recognized provided in the County Zoning Ordinance, in instances where the County Board determines that there are other compelling public priorities that may best be addressed by a particular site plan application, the County Board may approve the total or partial substitution of the ADUs committed affordable units or cash contributions that could have otherwise been achieved as part of the project. The future evolution of Crystal City in accordance with the Plan will require such flexibility in order to realize both the preferred vision for Crystal City as well as additional ADUs committed affordable units in the area. Without redevelopment, the ability to achieve any new ADUs committed affordable units in Crystal City is severely limited, and so a balanced and flexible approach is needed to best respond to the specifics of an individual project at the time of its application.</p>

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Comment #	Meeting Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
4.21	County	9/8		County proposes slight text revisions within Action Item 9 on affordable housing.	<p>Page 134, revised text:</p> <p>9. Use Meet the County's Goals and Targets for Affordable Housing</p> <p>Review and evaluate proposals in the context of Arlington's Goals and Targets for Affordable Housing and ensure that projects meet a variety of the appropriate housing targets.</p> <p>11. Incorporate Occupancy Guidelines</p> <p>Incorporate occupancy guidelines into affordability agreements in order to require best efforts from owners/management, with the assistance of the County, to ensure that all bedrooms in family-sized units are occupied and to ensure that accessible units are leased to households in need of accessible features.</p>
4.22	County	9/8		County proposes deletion of Action 11.	<p>Page 134, revised text:</p> <p>"... or sites are located before or concurrent with the first site plan application for an individual development project. Blocks currently subject to an approved joint site plan comprising multiple buildings and owners should be redeveloped through a joint PDSP, which may include an amended joint final site plan or the subdivision of a joint site plan into individual pieces." In all cases, applicants should meet with staff at the beginning of the project design process to refine and agree upon..."</p>
4.23	Property Owner/ Developer	9/9	<p>Phased Development Site Plans</p> <p>Page 134, Proposed additional language at the end of the second full paragraph:</p> <p>"Notwithstanding the foregoing, blocks currently subject to an approved joint site plan shall be redeveloped by a joint PDSP and amended joint final site plan."</p>	<p>Staff generally concurs, but will add the proposed revised text after the second sentence in the second full paragraph, instead of the end of the paragraph. Also, staff has not yet ruled out the possibility that such multi-building site plans could be addressed as a joint PDSP by then subdivided into individual site plans each comprising one or two buildings.</p>	
4.24	ARCA/ AHCA	9/11	<p>Traffic and Transportation-</p> <p>To help address concerns that additional development in Crystal City will increase traffic, monitor major streets within CC district including emphasis on 15th, 18th, 23rd, 26th, Eads, Joyce, Arlington Ridge and Ft Scott. Using this data, conduct periodic traffic analyses</p>	<p>Staff generally concurs, and this comment is partly previously addressed in comment 4.16 above. The proposed changes will be updated to reflect the following text to the right, that also reinforce that each site plan development that is proposed will need to prepare and submit to the County a traffic impact analysis, showing projected trips that would result from individual projects.</p>	<p>Page 139, revised text:</p> <p>"...in travel patterns that may occur over time. Examples of specific streets that will be monitored regularly include Crystal Drive, Clark-Bell Street, 15th Street, 18th Street, 23rd Street, and Arlington Ridge Road, among others. The maximum allowable threshold for the Crystal City area will be a five percent increase in average daily vehicle trips through 2030, and trip growth on no local street shall exceed five percent growth as a result of development in Crystal City before 2030. As standard procedure, proposed site plan developments will continue to submit to the County traffic impact analyses that depict projected traffic impacts from individual projects. In instances..."</p>

Crystal City Sector Plan, DRAFT 2.0

Community Comment and Response Matrix

Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
4.25	ARCA/ AHCA	9/11	<i>Traffic and Transportation-</i> Also regarding traffic concerns, traffic monitoring should include tolerance threshold of 5%; if this level is breached, positive actions will be instituted and TIF funds identified to mitigate.	Staff generally concurs, and highlights proposed changes identified in comments 4.16 and 4.17 in this matrix as helping to address this concern, combined with the interstitial text between the two proposed revisions. To clarify, the 5% threshold is based on traffic generated from Crystal City ONLY (i.e. through build out of the plan), and staff does not recommend the TIF mechanism as a source of funding for mitigation if needed.	No further change (addressed in proposed plan changes in response to comments 4.16 and 4.17, and plan text in between).
4.26	ARCA/ AHCA	9/11	<i>Traffic and Transportation-</i> To further address traffic concerns, the plan should be modeled after Alexandria's Potomac Yard Plan, as follows -- "Require the developer to provide a monetary contribution for the preparation and implementation of a comprehensive traffic calming and parking management strategy for the neighborhoods to the west of Potomac Yard. The study and implementation shall be proactive and phased with development"	While the multimodal transportation study projects minimal increase in trip growth through 2030, monitoring will be regularly conducted to verify. In the unlikely event that additional trip growth occurs (above the 5% threshold) as a result of the Crystal City Plan build out, the standards and protocols of the Neighborhood Traffic Calming program that are aimed to address safety and speed would be available for mitigation. If mitigation is needed, funds will be ensured to implement necessary improvements.	Page 139, revised text: "...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, based upon the standards and criteria of the Neighborhood Traffic Calming program that focus on safety and speed issues... If mitigation is needed, funding will be ensured to implement improvements in a timely fashion. Respecting the Plan's measures..."
4.27	ARCA/ AHCA	9/11	<i>Plan Performance Tracking-</i> Establish review process for the county board to review the status of redevelopment. Goal will be to assess progress and readjust plans, funding and milestone as appropriate. Reviews should be held bi-annually or after any major development milestone	Staff generally concurs, and proposed changes in response to comment 4.4 address this item.	Page 140, revised text extracted from proposed changes in comment 4.4 above: "...community services, for example, Performance measures included in the report could also extend to tracking adverse impacts, in order to address issues as appropriate. This type of mechanism..."
4.28	ARCA/ AHCA	9/11	<i>Plan Performance Tracking-</i> Establish a joint county/citizen advisory panel to monitor the progress of the CC development. Their charter will include establishing the metrics to assess progress, creating scorecards derived from the plans goals and objectives to evaluate the progress and making recommendations to the CM/county board on necessary adjustments to the plan	Staff generally concurs, and recommends proposed Plan changes as outlined in the response to comment 4.4 above.	No further change (addressed in proposed plan changes in response to comments 4.4, and plan text in between).

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Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
4.29	ARCA/ AHCA	9/11	<p>Edge Development Plan-</p> <p>To ensure protection of single family neighborhoods, there should be a follow up effort to develop an Edge Plan to be used to supplement Sector Plan policy for Crystal City. Particular focus will be on the transition areas (where "R" zoning meets "non-C" zoning). The Sector plan would acknowledge future work to be done on this plan/study and leave the opportunity open to defer to any recommendations that might come out of the plan.</p> <p>Item No. YY: Working with representatives of the adjacent civic associations and representatives from the Review Council and Planning Commission, develop additional urban design guidelines addressing the transition area between Crystal City and the single-family home neighborhoods.</p>	<p>Staff will propose new action item in chapter 4, for some type of Edge/Transition study along Crystal City's western boundary. Staff generally envisions an effort that would likely include additional urban design guidelines that set forth a preferred vision and better articulates how the transition should work and what it should look like, to help with the review of future site plans. The scheduling of this effort will need to be worked into the CPHD, Planning Division work plan.</p>	<p>Page 143, new text for new action item to be added in new section for Ongoing Monitoring and Evaluation of Plan Implementation:</p> <p><u>"Action . . . Working with representatives of the adjacent civic associations and representatives from the Review Council and Planning Commission, conduct a follow-up effort to develop additional urban design guidelines addressing the transition area between Crystal City and the single-family home neighborhoods.</u></p> <p><u>While the Sector Plan includes macro level planning recommendations pertaining to the area on the east side of Ends and Fern Streets, it does not get into the next level of detail that depicts, in a detailed fashion, what the vision truly is for the transition and edge area between Crystal City and the neighborhoods. A new effort should be worked into the CPHD, Planning Division work plan for a study or plan that better defines what the transition should be like, and could include design guidelines to help communicate that vision. Should a community wide planning effort be undertaken to review edge conditions in the County, this effort could be folded into that planning process."</u></p>
4.30	PC	9/15	<p>Affordable Housing, add new action item</p> <p>6) Add a new action step in the affordable housing implementation section that reads:</p> <ul style="list-style-type: none"> ▪ Continue the planning process to develop a comprehensive housing plan that establishes numeric goals that support the County's mixed income housing vision beyond what may be generated through community benefits associated with the proposed redevelopment in Crystal City, taking into account other tools that may be available or created. 	<p>Staff generally concurs and proposes the Housing Commission become the primary venue for discussing the development of numeric goals and identification of potential tools to use in achieving such goals.</p>	<p>Page 136, new text in new Action item after #12</p> <p><u>"Action . . . Work with the Housing Commission and other interested stakeholders to consider numeric goals and options for using other financing resources or tools that may be available or created.</u></p> <p><u>The Housing Commission's Tools & Trends subcommittee meets on a regular basis to examine the County's affordable policies and practices related to land use and zoning tools. Working with staff, this subcommittee would organize a process and timeline that would result in recommendations addressing achievement of affordable housing as described in the Crystal City Plan."</u></p>

Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
4.31	PC	9/15	Block Structure and Street Network - County staff should review the block structure to determine how the Plan's framework can be further modified to break up the super-blocks east of Jefferson Davis Highway with new streets and, where appropriate, pedestrian passageways to improve walkability. This should be addressed through an enhanced pedestrian network overlay map or implementation language recommending such a network.	Staff concurs with the recommendation for implementation language recommending such a network, and proposes a new action item be added at the end of the 4.2.4 Transportation discussion on page 139.	Page 139, add text for new action item to be added after Action 19 in Transportation: "Action Continue to explore opportunities for additional cross-streets and pedestrian passageways to enhance overall accessibility and circulation conditions by breaking up the existing super block pattern of development. The series of plan recommendations pertaining to block structure, street network, pedestrian connections, and similar components are based largely on assumptions regarding areas expected to redevelop versus areas that are not. Accordingly, the plan calls for new and/or improved streets and other pedestrian only connections in a number of locations where future development activity was assumed. Even still, it is possible that areas not anticipated for redevelopment will be proposed for redevelopment. In such cases, the planning and design of these projects must include conversations that thoroughly explore the potential for new street and pedestrian connections not currently depicted in the recommended street network and Illustrative Concept Plan."
4.32	Property Owner/ Developer	9/20	Suggested new language regarding Clark Bell Alignment (Insertion at page 103 figure 3.9.1) In the event the preferred Clark Bell Street alignment between 20th, 23rd and 26th Streets, which may require the removal of all or a portion of existing buildings, including but not limited to Crystal Plaza and Buchanan House, is not feasible, alternative designs and alternative alignment of Clark Bell and the Transitway shall be considered, particularly in combination with future design studies of the Transitway, Clark Bell Street, and PDSP plans for the affected "Development Blocks" as shown on the land use plan.	The recommended alignment for Clark Bell Street in this area of Crystal City was determined as part of the Policy Framework for this Plan adopted by the County Board in December 2008. However, it is anticipated that interim alignments are expected in order to achieve incremental realignment of streets over time as allowed by the phasing of redevelopment, and this expectation will be included within the plan narrative.	Page 138, revised text in the narrative for Action 14: "Rather, the phasing of these transportation improvements is largely dependent upon the pace and timing of redevelopment and the phased implementation of the transitway, although anticipated phasing plans are provided for general guidance in the Multimodal Transportation Study. It is expected that interim alignments not depicted in the plan for streets proposed to be realigned will need to be accommodated in order to allow for the incremental realignment of such streets achieved through the phasing of redevelopment..."

Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
4.33	County	9/22		<p>County proposes text revisions to Action 1 (Adopt the Crystal City Sector Plan) to clarify what this plan does and does not do.</p>	<p>Page 132, revised text: Action 1: Adopt the Crystal City Sector Plan The purpose of this plan is to establish the overall future vision for Crystal City and to provide a framework to guide public and private investment for the physical revitalization of the area. The plan also contains recommendations to help implement this vision, focusing on land use and zoning, urban design guidelines, economic development and revitalization, housing, transportation (including transit) infrastructure, and public open space. As with all County sector plans and special area plans, this <u>Crystal City Sector Plan is a guiding document for the community to reference when considering future reinvestment and development proposals in Crystal City. It does not in and of itself modify any entitlements or development rights that exist at the time of Plan adoption, but rather it communicates a preferred vision for the type of development the County would like to see achieved through proposed phased development site plans and final site plans. In combination with this Sector Plan, <u>Future Zoning Ordinance amendments implemented post plan adoption will establish a framework for how bonus density above existing maximum planned density levels may be achieved.</u> The Sector Plan communicates the types of improvements that are envisioned both at a site-specific and area-wide level, as appropriate, specific site plan conditions will address the timing of those improvements.</u></p>
4.34	County	9/22		<p>County proposes text revisions to the end of the narrative for Action 4, to discuss the expected discussion of appropriate phasing and timing of development and plan improvements to be had when reviewing Phased Development Site Plans.</p>	<p>Page 134, revised text at end of Action 4 narrative: "In order to ensure that future redevelopment in Crystal City takes place in a well-balanced manner, the <u>Phased Development Site Plan process should be used to outline the appropriate phasing and timing of development relative to the achievement of critical public infrastructure specific to that PDSP.</u> Administrative Regulation 4.1 Governing the Submittal of Site Plans should be referenced for additional information on the requirements regarding PDSP submissions."</p>

Commenter codes: PC = Planning Commission; LRPC = Long Range Planning Committee of the Planning Commission; TC = Transportation Commission; AHCA = Aurora Highlands Civic Association; ARCA = Arlington Ridge Civic Association;

 = Pink shading indicates items not proposed to be addressed via changes to plan.