

Original Proposed Policy	Task Force Comments	Staff Response	Revised Proposed Policy	General Concurrence	Proposed Alternative for Board Review
			yes / no		
LAND USE					
LU1	Attain an ultimate build out in Crystal City Planning Area with a target use mix of approximately 60% residential (including hotel) and 40% commercial building areas, to reach an evening population at least half the daytime population and to steadily improve the resident to employment balance.	Define what makes up the percentages. Is the relationship person to person, resident to office space or just sf to sf? The goal should be 1 resident per 1 employee. Is hotel considered residential in current zoning? Also, why is hotel being counted towards residential? This works against the goal of allowing people to live close to where they work.	This policy is intended to steer the balance between daytime and nighttime populations to a level similar to those in Rosslyn-Ballston corridor. (*The standard calculation for Daytime population includes 100 percent of the office and retail employees, plus 30 percent of residents, plus 50 percent of hotel employees, while Nighttime population includes 100 percent of residents, plus 100 percent of hotel visitors, plus 50 percent of hotel employees.) A question arose during the task force meeting about how the Daytime and Nighttime populations could be traced to square feet by type. Using the above method, residential and hotel square feet largely correspond to nighttime population, while office and retail square feet largely correspond to daytime population. This is the rationale for grouping residential and hotel together. Also, the plan provides ample opportunity for people to live and work in Crystal City, but the Plan can not ensure that more people choose to do so. The other goal is to achieve a better modal split with a more balanced number of people going in and out on Metro at peak hours.	<i>No changes proposed</i>	
LU2	Establish recommended land uses for each block in the Crystal City Planning Area as shown on the Use Mix Map. Recommend some blocks to have specific minimum percentages for certain land uses.	There should be some level of flexibility around the exact minimums identified for several of the categories. Use mix should be reconfigured to allow for more residential.	Some of the categories establish minimum percentages of uses to support the plan goals. Where they exist, the minimums are target levels to encourage more residential in some areas or to concentrate office space around major transit nodes. Categories that have no target minimums can be whatever balance of use-mix helps support the primary goal outlined in LU1. Also, the Phased Development Site Plan for an entire block is where the proposed use mix would be evaluated against the Plan's Use Mix goals for both policy LU2 and LU1.	<i>No changes proposed</i>	
LU3	Designate specific areas in Crystal City for ground floor retail uses that are accessible from sidewalks, the "underground", or both, as shown on the Retail Street Frontage Map and Proposed Underground Map, to provide for an ultimate range of retail square footage between 1.0 and 1.3 million square feet.	Might define % of red line in diagram. Add caveat that retail allowed everywhere at ground floor but would be required at red lines. Some requested the underground be much more specific with more circulation patterns shown and more retail uses adjacent to circulation. Need to clarify that not 100% of frontage shown would have to be retail, in order to allow for lobbies, service, etc. Specifying 1.0-1.3 msf of retail seems pretty specific. One suggested potential conflicts between street level retail and intermodal transit center.	The intent of this diagram is to illustrate where on-street retail would be required, recognizing that retail may not occur along the entirety of the frontages shown. Space is needed for building entrances, lobbies, etc. that could occur within these retail frontages. The legend will include a new note to clarify that proposed retail would be permitted, but not required, along all other street frontages. Staff supports removing the specific 1.0-1.3msf range, as the intent of the policy speaks to retail location, not necessarily quantity. As the Plan document is developed, language will be included that identifies which types of retail are appropriate or encouraged at street level, and which types are appropriate for internal space. Also, it should be noted that the previous retail study suggests that demand for net new retail space in Crystal City is for "hybrid" space or entirely above-ground space, and notes that internal spaces may continue to support convenience and service retail).	Designate specific areas in Crystal City for ground floor retail uses that are accessible from sidewalks, the "underground", or both, as shown on the Retail Street Frontage Map and Proposed Underground Map. <i>(Diagram will note that frontages shown as required retail frontages shall comprise mostly, but not completely, retail uses. All other frontages would permit retail if proposed, but would not be required.)</i>	
LU4	Engage critical county service providers on an ongoing basis to strategically plan for and implement community infrastructure necessary to accommodate the increased demand on service provision as Crystal City continues to grow.	Need to require cultural and civic uses in plan such as school, theaters, medical, etc. Need clarification on services we are talking about here. One noted that policies LU4 and LU5 could be combined due to their similarities	This policy intends to address future planning needs for police, fire, emergency response, etc. The policy will be revised to clarify this. Staff will continue to work with these community service providers to help plan for their needs.	Engage critical county service providers, such as police, fire, and emergency response services, in planning for and implementing infrastructure necessary to accommodate demand for service provision as Crystal City grows.	
LU5	Capitalize upon opportunities to improve the geographic distribution of cultural and community-oriented facilities (such as theaters, large format grocery stores, and medical facilities) by strategically siting such amenities in Crystal City.	If these types of amenities are important then the plan should address them in some way.	The plan could include general incentives (e.g. bonus density, etc.) to encourage the inclusion of these desirable uses into site plan developments. Staff will continue to look at identifying areas where community-oriented uses may be encouraged.	Create tools and incentives to improve the geographic distribution and presence of desired cultural and community-oriented facilities (such as theaters, large format grocery stores, and medical facilities) in Crystal City.	
BUILDING FORM AND HEIGHTS					
B1	Establish build-to lines for the Crystal City Planning Area along the perimeter of development blocks as demarcated on the Build to Lines and Rights of Way Map .	Vornado has concerns with some dimensions.	Some street dimensions are subject to change based on selected surface transitway alignment.	<i>No changes proposed at this time; potential changes pending outcome of transitway alignment study.</i>	
B2	Establish absolute maximum building heights (in feet) for all blocks in the Crystal City Planning Area, as shown on the Building Heights Map .	Some believe heights at east side of Crystal Drive are too tall. One questioned the 110' height at northwest corner of 23rd and Eads.	Majority of proposed heights east of Crystal Dr are 200 ft, approx. 50 feet greater than existing Crystal Park buildings and may allow for some additional floors on top of existing buildings (similar to Crystal Plaza II). The 2 areas east of Crystal Dr planned for 250 ft correspond with the planned density and height zones around 18th and 23rd Streets. Considering heights up to 110' at northwest corner of 23rd and Eads St may support a scale of development that could provide community amenity such as parking to support 23rd St retail. Heights allowed in current courts east of Crystal Drive will be 60' unless combined with rebuilding of Crystal Park buildings, then they will be allowed at the 200' or 250' height as indicated.	<i>No changes proposed</i>	

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<p>B3 Require proposed development projects in Crystal City to obtain a written statement from the Federal Aviation Administration (FAA) that the project is not a hazard to air navigation before accepting site plan applications for county review.</p>	<p>FAA issue must be resolved to make this plan viable. Some legality questions were raised on this short term policy. Perhaps the proposed policy would work in the long-term, with a 3-party agreement on acceptable heights, but in the short-term this is way too restrictive. Status quo should be continued into the short term future.</p>	<p>Per the discussion, staff recognizes the potential timing impacts of requiring developers to achieve FAA approval prior to submitting site plans to the county. In looking at a revised policy, requiring concurrent FAA and county filing/review may be a better alternative in the short term, with the expectation that a project receive notice from FAA before a County Board hearing is scheduled. The recently approved 1812 N. Moore site plan provides precedent for this model as being a workable approach.</p> <p>*It should be noted that Arlington County is pursuing a 3-party agreement between AC-MWAA-FAA to provide clarity on acceptable heights at specific locations to help resolve the confusion that exists during the site plan process. The conclusions of this analysis may ultimately impact some of the proposed heights in the Concept Plan. Once such an agreement is reached it may result in a revised protocol for how the FAA address proposed building heights. In the interim, current established practices for hazard review and mitigation will continue.</p>	<p>Require proposed development projects in Crystal City to submit their projects for review by Federal Aviation Administration (FAA) when they file site plan application with the county, and secure notice from FAA that the project is not a hazard to air navigation before a County Board public hearing is scheduled for formal action on the site plan application.</p>		
<p>B4 Establish maximum building tower coverages for all blocks within the Crystal City Planning Area, as shown in the Maximum Tower Coverage Map.</p>	<p>Should there be some flexibility with this policy.</p>	<p>The coverages recommended in the policy diagram are generally based on and would allow for the level of development shown in the illustrative plan.</p>	<p><i>No changes proposed</i></p>		
<p>B5 Require minimum horizontal separation of 60 feet between building towers above the fifth floor to ensure light, air, relief, and respite to outdoor and indoor spaces.</p>	<p>Can we have precedents of different separations that can be shown to the Task Force for review? (e.g. Continental and Westin in Ballston). One commented that we need policy for separation between buildings at podium level.</p>	<p>Staff will prepare materials illustrating examples of tower separation and present to Task Force. A policy for separation between buildings at the podium level would be contrary to the goal of using effective building bases to define streets, sidewalks, and public open spaces.</p>	<p><i>No changes proposed</i></p>		
<p>B6 Adhere to shadow requirements that prohibit any new building from casting a shadow over 45% or more of the surface area of any public park or plaza (except as otherwise obstructed by vegetation and landscaping within the space) between the hours of 11:00 am and 3:00 pm on both the vernal and autumnal equinox.</p>	<p>Vornado questioned 45% versus another percentage. Need to make clear the setback dimension is per block not per parcel. This policy needs additional/different language to clarify how it to be applied. A similar policy should also be applied to restrict shadows on interior office and residential space.</p>	<p>45% was derived from the plan iterations and the maximum building heights and bulk plane requirements. Increasing the amount of park area not in shadow would significantly impact permitted heights and associated development potential. Applying a similar policy to interior living and working spaces would preclude much of what is proposed in the plan.</p>	<p>Coordinate the maximum building height and bulk/plane controls within the block to prevent shadows from being cast over 45% or more of the surface area of any public park or plaza (except as otherwise obstructed by vegetation and landscaping within the space) between the hours of 11:00 am and 3:00 pm on both the vernal and autumnal equinox.</p>		
DENSITY					
<p>D1 Establish base densities for each block in the Crystal City Planning Area, as shown on the Base Density Map.</p>	<p>There was strong feeling that base density should be more than what is allowed today within zoning or GLUP in order to encourage buildout of the plan and to try to achieve the 2.5 density replacement factor.</p>	<p>The current interpretation of base densities is the most established measure of an area-wide 'base' from which to start. Since development in the plan occurs on a mix of redeveloped, undeveloped, and found sites, preemptively adjusting the base density per block would not factor in the specific characteristics of each site. Policy D3 is intended to offset and acknowledge the significant cost involved in demolishing major buildings and present a mechanism to preserve economic feasibility of the plan, on a site-by-site basis.</p>	<p><i>No changes proposed</i></p>		
<p>D2 Allow for optional increases over the base density within the maximum building height limits on sites in Crystal City, in return for extraordinary community benefits, at the County' Board's discretion</p>	<p>There is a fear by Vornado and others that they need to achieve 2.5 times density before they can pay for amenity benefits. It was noted that AED economic studies did not factor in purchasing density through community benefit.</p>	<p>The policy is intended to ensure that community benefits are established as an expectation throughout redevelopment. Related to D1 and D3, this policy does not stand alone and specifically is tied to D3, where a tear-down credit mechanism may be used to offset expected community benefits. However, community benefits are needed as an expectation for those sites that do not require tear-downs or where the development potential granted exceeds the reasonable costs of demolition.</p>	<p><i>No changes proposed</i></p>		
<p>D3 Utilize a tear-down credit (or similar mechanism) in select instances to encourage redevelopment of properties in a way that furthers Crystal City Planning goals while recognizing the significant cost of demolishing existing major assets and retaining overall economic feasibility.</p>	<p>This credit needs to be explained better in terms of how it helps address the economics of the plan. Other incentives also need to be explored such as TDR's, expedited review process, etc.</p>	<p>The intent is to offer credits where there are existing high-rise buildings proposed for redevelopment.</p> <p>Since the level of credit would vary between potential projects, at this stage it is too early to establish an across-the-board standard or fix a value to the credit. The main point is that redevelopment in Crystal City entails demolition of sizeable, value-laden assets, and thus requires an incentive of the variety enumerated in this policy.</p>	<p>Utilize a tear-down credit (or similar mechanism) to encourage redevelopment that furthers Crystal City Planning goals and achieves public improvements, while retaining overall economic feasibility by recognizing the significant cost of demolishing existing major assets.</p>		
PUBLIC OPEN SPACE					
<p>P1 Provide all public open spaces as indicated on the Public Open Space Map in accordance with the general size outlined in the Open Space Inventory Table on the map.</p>					
<p>P2 Ensure that existing public open space displaced by future development is replaced with new public open space in a timely manner or is balanced by immediate improvements to existing, nearby open space, as part of the Phased Development Site Plan process.</p>					

Crystal City Task Force Policy Discussions Matrix

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P3	P 3) Establish County control over all public open spaces shown on the Public Open Spaces Map through either public dedication/acquisition or public-use and access easements set in perpetuity.					
SUSTAINABLE DESIGN AND DEVELOPMENT						
S1	Establish high environmental sustainability standards throughout Crystal City, whereby all new commercial and residential buildings meet a minimum certified 'Silver Rating' under the United States Green Building Council's LEED rating system.					
S2	Design, construct, and manage all public and private spaces, streets, infrastructure, and buildings to help Crystal City meet a minimum of "certification" standards under the United States Green Building Council's (USGBC) LEED Neighborhood Development program.					
AFFORDABLE HOUSING						
AH1	Establish, as a minimum, that 20% of the net increase in residential units be provided as committed affordable units for moderate- and low-income households within the Crystal City Planning Area, while allowing such units to be provided in existing building stock.					
TRANSPORTATION						
T1	Establish a revised street network for Crystal City as shown in the Street Typology Map .					
T2	Expand County control over all streets and right of ways through public ownership, dedication, or public-use easements set in perpetuity.					
T3	Improve the safety and quality of pedestrian travel through the following actions: provision of sidewalks with sufficient clear zones and adequate space for tree planting and street furniture; the reduction of crossing distances for pedestrians through the narrowing of travel lanes and incorporation of nubs; and the incorporation of street trees and on-street parking as a buffer against moving traffic.					
T4	Maintain continuity and safety for pedestrians and bicyclists during all phases of construction.					
T5	Maintain an "underground", as shown conceptually on the Proposed Underground Map , as a pedestrian system that horizontally and vertically connects development with stations servicing Metrorail, VRE, and the future surface transitway, while recognizing that disruptions in connectivity and changes in location may occur.					
T6	Locate and consolidate building loading and service access points to secondary and tertiary streets and alleys where feasible, as recommended in the Building Service and Loading Access Map .					
T7	In the short-term, implement the approved and funded interim surface transitway alignment recognizing that alignment modifications may be necessary to accommodate future development and roadway improvements. In the long term, implement the proposed alignment and enhanced surface transit technology (streetcar), as shown on the Surface Transitway Map , and design stations as integral elements of the built environment.					

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T8	Establish additional access points to the 'Underground' and Metro Station in the vicinity of the Crystal Drive and 18th Street intersection.					
T9	Create a multi-modal transfer area in the short-term on 18th Street under Jefferson Davis Highway, while working to integrate long-term future development adjacent to the existing Metro Station entrance with an enhanced multi-modal transfer facility situated at the ground floor.					
T10	Establish a maximum parking ratio in the range of 1 space per 750-1,000sf for office uses and between 1 and 1.125 spaces per residential dwelling unit, that may vary based on proximity to transit and site-specific conditions, while maximizing the sharing of parking space by various users in Crystal City					
T11	Apply Transportation Demand Management (TDM) measures that reinforce the use of a lower parking supply.					