

Com-ment #	Meeting/Commenter		Date	Question/Comment	Staff Response	Proposed Changes to Plan
DOCUMENT STRUCTURE / FORMAT / OVERALL						
O.1.	LRPC	PC	6/9	Technical Items Some of the more technical items, such as street cross sections, could be moved to an appendix for better flow.	<i>Staff concurs. Staff will go through the document and identify elements of the plan that may be better positioned in an appendix or the rear of the document.</i>	
O.2	LRPC	AHCA	6/9	Area / Context In Chapter 1, add a map/graphic that shows Crystal City in its broader context from the Potomac River, 395, and Four Mile Run.	<i>Staff concurs. Staff will provide a map that shows the geographic area bound by I-395, Four Mile Run, and the Potomac River. Staff will also consider additional data on growth projections that may be provided for greater detail on local growth.</i>	
CHAPTER 1 – EXISTING CONDITIONS						
1.1	LRPC	AHCA	6/9	Fig 1.2.5. / “Restaurant Row” In Figure 1.2.5, revise the diagram to soften the edge between Restaurant Row and the Aurora Highlands neighborhood. This area is an important element integral to Aurora Highlands, so the edge shown on the map should be deleted.	<i>Staff concurs. The diagram will be revised to illustrate the edge differently to show that the 23rd St Restaurant Row is an integral part of the adjacent blocks to the west.</i>	
1.2	LRPC	Audience	6/9	Vision Statement – Aerial Please use a current aerial photo of the Crystal City/Aurora Highlands/Arlington Ridge geographic extent.	<i>Staff concurs and will incorporate a more recent aerial photo of this area in the existing conditions section.</i>	
CHAPTER 2 – VISION STATEMENT						
2.1	LRPC	Misc.	6/9	Vision Statement – Length The Vision Statement should be more concise and to the point. This could be done in conjunction with a new chapter or section that describes the overall place of Crystal City in the future and what life would be like in the area.	<i>Staff concurs. Staff will work on redrafting the Vision Statement into a 2 or 3 paragraph statement, and will focus on painting an overall vision of the future Crystal City at a high-level. More detailed specifics not included in the Vision Statement will be moved into a new section opening Chapter 3 (see comment 3.1.1).</i>	

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2.2	LRPC	PC	6/9	<p><i>Vision Statement – Jefferson Davis Highway</i> It does not appear that the plan for Jefferson Davis Highway is consistent with the policy directive language adopted by the County Board in December regarding bridging the gap between the east and west sides.</p>	<p><i>Staff does not concur. The record from the Board meeting indicates that the stated reason for adopting the PC recommended language for T13 was to be more flexible in allowing other strategies in addition to an “urban boulevard” concept to help bridge the gap between the east and west sides. Board discussion affirmed that this is essentially a word edit and not a major substantive change. Already incorporated into the plan are strategies such as physical and transit improvements to strengthen connections between the east and west sides, build-to-lines along JDH to better define and frame the street, and intersection or underpass improvements, such as at JDH and 23rd Street. Staff encourages LRPC discussion to focus on identifying additional detailed strategies to help bridge the gap that are consistent with the adopted Policy Framework.</i></p>	

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CHAPTER 3 – NEW SECTION – Humanizing Crystal City					
3.1.1	LRPC	Misc.	<p>6/9</p> <p><i>New Section/Chapter – Describing the “Place and People” of Crystal City</i> Expanding from the Vision Statement, the Plan should include a new chapter/section that humanizes the Plan, or discusses how life in Crystal City would support daily, civic, and cultural life in a variety of ways. This new section should address comments on the following elements, if not addressed in the Vision Statement itself:</p> <ul style="list-style-type: none"> o Emphasize the point about Crystal City, Aurora Highlands, and Arlington Ridge functioning as a single unit; o Stronger reference to bicyclists and bicycle facilities; o Additional descriptions to include lower income and/or physically handicapped persons in Crystal City; o Delete planning jargon (e.g. “urban form”) from Vision Statement; o Expand beneficiaries of Plan to include visitors, neighbors, tourists, etc.; o Clarify that surface transitway system will connect beyond Arlington into Alexandria and also Fairfax; o Stronger emphasis needed for open spaces and parks; o Expand the bullet on “Very high quality public parks...” to include “high quantity” as well; o The Plan should have an order of magnitude estimate for a bracketed range of school children that may be generated by Crystal City in the future assuming the vision of more family households, with children; logical boundaries for impacts need to be considered; 	<p><i>Staff concurs. Staff will work on drafting a new section to open Chapter 3 that will in more detail describe what life is envisioned to be like in the future under the Plan. The new section will address most or all of the bulleted items listed in the column to the left, unless they are addressed directly within the Vision Statement itself.</i></p>	

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	LRPC	Misc.	6/9	<ul style="list-style-type: none"> o Enhancements to the transit system should be its own bullet, and the idea of placing the pedestrian and transit users at the same priority level as vehicles should be made; o Flexibility should be reserved to allow the area to adapt to what the market will allow, within the Plan framework; o Long Bridge Park also needs to be recognized as part of surrounding context; o Additional text is needed on sustainable design and development, urban forestry canopy, and carbon neutrality. o Create a strategy for civic infrastructure elements, such as schools, community centers, and facilities that support and encourage participatory civic life, in addition to child/adult day care, routine and urgent health care facilities, and other facilities/services important to supporting a vibrant urban community. 		
CHAPTER 3 – NEIGHBORHOOD OVERVIEWS (3.3)						
3.3.1	LRPC	PC	6/9	<p><i>“Neighborhoods” terminology</i> Identifying six individual “neighborhoods” seems counterproductive as it could perpetuate existing boundaries rather than breaking down barriers for a more seamless community. Suggests that another term (e.g. “district”, “sub-area”, etc.) could resolve this issue.</p>	<p><i>Staff had used the term “neighborhoods” to describe the various areas that had been identified during the planning process with the Task Force and referenced in the Goals and Objectives. Nevertheless, to preclude the misperception that these sub-areas are meant to be physically and psychologically separated, staff will revised the Plan to use the term “district” instead when presenting the overviews.</i></p>	
3.3.2	LRPC	PRC	6/9	<p><i>Open Spaces in Context</i> Consideration should be given to the open spaces outside but nearby Crystal City.</p>	<p><i>Staff concurs. Staff will develop a new map that illustrates the planned open space network in Crystal City, as well as the existing and planned open spaces in the surrounding vicinity.</i></p>	

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3.3.3	LRPC	PC	6/9	<p>Earning Density above By-Right More clarity is needed around the plan's expectations for site plans up to the base density and site plans that include bonus density, to denote that there will still be certain expectations up to the base density, in addition to beyond.</p>	<p><i>Staff will continue to work on this element to provide greater clarity on community improvement expectations for various levels of development.</i></p>	
3.3.4	LRPC	AHCA	6/9	<p>Connections among Neighborhoods Consideration should be given to the prevailing east-west flow of people (corridors, e.g. 18th Street) into and out of Crystal City, and identify pertinent improvements for pedestrian accommodation as needed.</p>	<p><i>Staff and the Plan support improved transit, bicycle, and pedestrian facility improvements to strengthen the connections between the east and west sides of Jefferson Davis Highway.</i></p>	
3.3.5	memo	AHCA	6/9	<p>Post Office site At the Northwest Gateway there should be a mention of the County's intent to retain the U.S. Post Office and retail at this location.</p>	<p><i>The Plan narrative can be modified to identify that there is community support for this use. However, it will be a business decision by the USPS whether or not to retain a presence at that location. The retail recommendations allow retail in this location, although it would not be required.</i></p>	
3.3.6	memo	AHCA	6/9	<p>Neighborhood Oriented Retail Page 40, section 3.3.6. At the West Side on restaurant row there should be a specific mention of the intent to preserve and retain small "neighborhood oriented" retail along this section of 23rd Street. The desire here, as opposed to within Crystal City, to have small neighborhood oriented retail as opposed to the large chain eateries and stores, etc. usually associated with Crystal City should be mentioned.</p>	<p><i>Staff concurs. New language will be added to specifically mention the importance of existing businesses and intent to preserve and retain small locally owned and neighborhood serving retail along 23rd Street between Eads St. and Fern St.</i></p>	

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CHAPTER 3 – SUSTAINABLE DESIGN (3.4)					
3.4.1	LRPC	E2C2	6/9	Level of Detail What's the appropriate level of detail in recommendations for sustainability? Can they be more specific than currently written?	<i>The language in the Plan is written to try to balance the desire for identifying specific strategies within Crystal City while maintaining consistency with County Wide policies and programs over time. It is anticipated that the county's policies around sustainable development will continue to evolve over time.</i>
3.4.2	LRPC	PC	6/9	Suggestions vs. Requirements Clarity is needed as to whether these guidelines are requirements or suggestions? Consideration should be given for new construction vs. adaptive re-use projects.	<i>The specific recommendations noted in this section are intended as strong suggestions, but not necessarily requirements. There may be a limitation in the County's authority to legally require inclusion of certain elements.</i>
3.4.3	LRPC	PC	6/9	Density Bonuses? In terms of implementation, are density bonuses envisioned for LEED projects in Crystal City, if so at what levels?	<i>Staff is continuing to consider how these elements can be incented through the development process in Crystal City. These strategies will be addressed in the Implementation chapter of the Plan to be reviewed by the LRPC in the fall.</i>
CHAPTER 3 – BLOCK STRUCTURE (3.5)					
3.5.1	LRPC	AHCA	6/9	Figure-Ground The existing figure ground diagram, Figure 3.5.1, should be corrected to accurately convey the Crystal Houses block, Potomac Yard, and the wastewater treatment plant facilities.	<i>Staff concurs. The figure ground diagram will be corrected to accurately convey existing conditions as data availability permits.</i>
CHAPTER 3 – TRANSPORTATION (3.6)					
3.6.1	LRPC	AHCA	7/8	No Additional Streets Page 47, section 3.6.2. Regarding new streets, the map on page 49 correctly shows no new streets between Eads Street and Route 1. It might be useful to mention this in the text of the report as one of the neighborhood protection measures.	<i>Staff concurs. Staff will provide additional detail in the text that emphasizes that no additional streets are planned between Eads and Route 1 between 23rd Street and 32nd Street. While no additional streets are planned for this specific area, the County still adheres to its adopted policy of enhancing the street grid by breaking up large blocks.</i>

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3.6.2	LRPC	PC	7/8	Complete Streets Consider refinements/edits to stated definition of "Complete Streets" in this section of the Plan.	<i>Staff concurs. Staff will further refine the definition to be consistent with the "Complete Street" definition stated in the Master Transportation Plan.</i>	
3.6.3	LRPC	PC	7/8	Inconsistencies Between Street Grid Drawings Figures 3.6.5 and 3.6.6 illustrate a different street grid in certain locations; it does not appear to be consistently drawn.	<i>Staff concurs. Figure 3.6.5 will be revised to be consistent with the street network shown in Figure 3.6.6. However, as Figure 3.6.5 does not illustrate alleys, potential alley locations shown on 3.6.6 will not appear in 3.6.6.</i>	
3.6.4	LRPC	PC	7/8	Geographic Extent Figures 3.6.4 and 3.6.5: To avoid confusion, these figures could use the same geographic extent as shown in Fig. 3.6.6.	<i>Staff concurs and the maps will be modified to ensure that the geographic extent is consistent for these 3 graphics. Additionally Figure 3.6.6 is hard to read in black/white copy.</i>	
3.6.5	LRPC	PC	7/8	MTP versus Crystal City Plan – Street typologies and sections Text should help clarify that the graphic's typologies are in general reference to the county Master Transportation Plan, but that the vision for the physical character of the streets should follow the cross-section recommendations in the Crystal City Plan (if there is conflict between them).	<i>Staff concurs. The MTP will be the overall vision of the streets and the actual Crystal City Plan will have the street cross sections and a more detailed vision of the physical framework and character for the future streets in Crystal City. However, cross-sections are illustrative recommendations, and exact dimensions and uses may vary when street design and engineering work is undertaken.</i>	
3.6.6	LRPC	E2C2	7/8	Cross-Sections and Bicycle Lanes In some instances there are inconsistencies with the existing and proposed pedestrian and bike routes shown in Figure 3.6.8 and the street cross sections, for instance the section shown for Crystal Drive south of 26 th Street.	<i>Staff concurs. The street cross sections and bike network are being further refined and will be incorporated in the final plan.</i>	
3.6.7	LRPC	CCTF	7/8	Pinch Points and Streetcar Pinch points shown in Fig. 3.6.9 relate to past concerns we've shared with County about ability to accommodate transit in dedicated lanes on Crystal Drive.	<i>Staff does not concur. Studies to date indicate that there is adequate dimension to generally accommodate streetcar (w/ dedicated northbound lane) in existing ROW with other street elements. Staff will consider developing more detail that illustrates how the cross-section would work at pinch points.</i>	

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3.6.8	email	PRC	6/10	<p>Bus Route Correction On page 50, in figure 3.6.7, existing transit is shown. Bus line 10E does not go near Crystal City. It comes out of Alexandria on Mt. Vernon Ave. to Arlington Ridge and follows Arlington Ridge to Lynn and down the hill to Army Navy Drive and then into the Pentagon. It only runs during the morning and evening rush hours. So, it should be deleted from the legend in figure 3.6.7.</p>	<p><i>Staff concurs that 10E is shown incorrectly in this figure. Staff will correct this figure accordingly.</i></p>	
3.6.9	LRPC	PRC	7/8	<p>Transit to Long Bridge Park It's concerning that there is no proposed transit shown in the Plan for getting people up to Long Bridge Park.</p>	<p><i>There is a proposed streetcar stop on 12th Street at the new 10th Street connection. Bus transit facilities (e.g. bus stops) have been incorporated into the design of Long Bridge Park and reconstruction of Old Jefferson Davis Highway, laying the groundwork for accommodating future bus service there. Also, the closest general location for a street car stop is within ¼ mile walking distance from south end of the park.</i></p>	
3.6.10	LRPC	PRC	7/8	<p>New Bus Route Suggestion Crystal City/Potomac Yard and Shirlington may all benefit from a bus that runs from Shirlington to Potomac Yard and then to Crystal City generally following S. Glebe Road. It could go into some of the neighborhoods to get closer to more residents. Currently, the 23A goes between Crystal City and Shirlington but skips Potomac Yard. It may not be an immediate need but is certainly worth looking at in the total transit package.</p>	<p><i>Staff will further review. Two separate efforts will inform any future action on this item. The MTP-Transit Element identifies priority corridors for improving bus transit service, and the S. Glebe Rd. corridor is identified. Additionally, the County continues to work with WMATA on a regular basis to analyze effectiveness of existing bus service and opportunities for upgraded or streamlined service.</i></p>	

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3.6.11	LRPC	PRC	7/8	<p>Improved Multi-Use Trails Opportunities to expand bicycle capacity are needed, recognizing National Park Service can pose obstacles to increased trail width. What can staff do to open this dialogue with the NPS? It appears that increasing the width of Mount Vernon trail is a good candidate to advance from bicycle capacity issues. Would like to see this push forward with the CMO to start making progress on this item.</p>	<p><i>Staff concurs, but notes that this item is outside the scope of this planning effort. Staff will continue to work with the National Park Service the multi-use trail network at both a regional and local (Crystal City) scale.</i></p>	
3.6.12	LRPC	AHCA	7/8	<p>Improved Pedestrian and Bike Connections Fig 3.6.8 should be modified to zoom out and include area extending to the Pentagon Row area – need to illustrate connections to the greater neighborhood to the west.</p>	<p><i>Staff concurs. While the streets included in 3.6.8 are within the study area, staff will modify the diagrams to include more context, including more of Pentagon City.</i></p>	
3.6.13	LRPC	CCTF	7/8	<p>Retail Streets and Frontages Regarding retail oriented mixed use streets, there is too much retail on too many streets; and how does this relate to the Retail Frontages recommendations?</p>	<p><i>The retail-oriented mixed use streets is a reference to the Type A street typology used in the Master Transportation Plan (which includes design guidelines for that type of street), and does not mean that the entire street needs to be lined with retail. The Retail Frontage Map (Fig. 3.9.3) presents the more specific recommendations on retail locations.</i></p>	
3.6.14	LRPC	E2C2	7/8	<p>Bike Lane Specifications In street cross sections, 5 foot bike lane next to parking lane seems insufficient.</p>	<p><i>The Arlington minimum standard is 5 feet for on-street bike lanes and has proven adequate in its many applications across the County. Where additional street space is available, the County will consider wider bike lanes along with the many other potential uses for the space.</i></p>	
3.6.15	LRPC	PC	7/8	<p>Pedestrian Crossing Distances In street cross sections, some of the pedestrian crossing distances appear to approach 77' – isn't this greater than our maximum width without center refuge?</p>	<p><i>The street cross sections are in mid-block locations. The actual crossing distance would be at the intersection location and would not include parking making the cross section up to 16 feet shorter.</i></p>	

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3.6.17	LRPC	Audience	6/9	<p>Traffic Impacts on Neighborhood The Plan directs traffic to major arterials, which include 23rd Street, Arlington Ridge Rd., and Glebe Rd.</p>	<p><i>Staff does not concur. Strengthening the mixed-use makeup of Crystal City has an extremely positive impact on limiting additional vehicular traffic generated by Crystal City. The Plan also significantly enhances transit, bike, pedestrian, and TDM systems which should enable much less per capita automobile usage. Staff has developed 24-hr weekday auto trip calculations per the Plan that show very little increase in traffic, particularly during peak periods. Most of the traffic in Crystal City on Jefferson Davis Highway (existing and projected) is through traffic.</i></p>	