

# CRYSTAL CITY SECTOR PLAN 2050

Process Update

ARLINGTON RIDGE CIVIC ASSOCIATION

May 20, 2010



ARLINGTON  
VIRGINIA



# Presentation Purposes

1. Provide general project update and responses to specific neighborhood questions
2. Presentation and feedback on sites with reduced building heights

## 1. Policy Framework & Illustrative Concept Plan

Adopted December 2008 by County Board



## 2. Crystal City Sector Plan Document

Draft review in progress



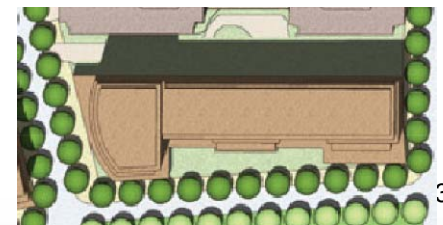
## 3. Phased Development Site Plans

Overall conceptual multi-building phasing plan for a specific block



## 4. Final Site Plan Review

Subsequent to and/or concurrent with PDSP



## Schedule / Anticipated Timeline

- County Board adopted Policy Framework and Illustrative Concept Plan in December 2008
- Draft 1.1 of Crystal City Plan released for comment and Long Range Planning Committee (LRPC) review summer 2009
- LRPC (w/expanded participants) review completed December 2009
- Staff now working to incorporate LRPC/community feedback into draft plan and resolve outstanding issues
- Target July 2010 (tentative) County Board meeting for Request to Advertise, with request for adoption in September timeframe

## General Land Use Plan (GLUP) Changes

- Designate the “Crystal City Coordinated Revitalization District”
  - Potential eligibility for special regulations and incentives in the Plan (include new note on the GLUP)
- Change the land use designations on the GLUP
  - Remove striping of land use designations, and refer to Crystal City Plan for more detailed use-mix recommendations
  - Change from “High” Residential and “Public” to “High” O-A-H between Eads Street and Jefferson Davis Highway.
  - Add a triangle symbol to reflect the desire for open spaces in the District; note on GLUP to provide more guidance and refer to more specific details in the Plan.
  - Change “Service Industry” areas to “Low” O-A-H
  - Change the street network on the GLUP within the District to reflect the planned street configuration
- Amend the boundary of the Crystal City Metro Station Area

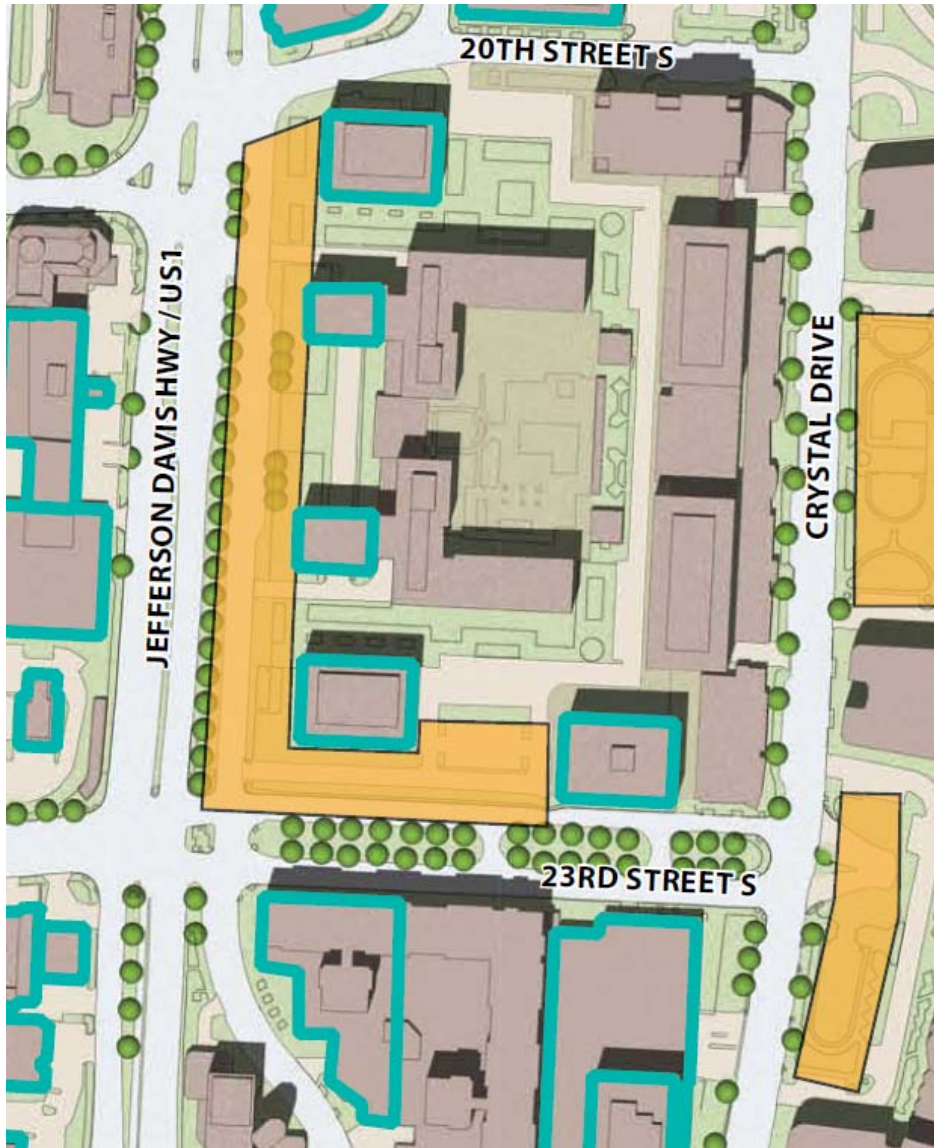
## (Future) Zoning Ordinance Changes

- Amend the Zoning Ordinance to create a new district, “C-O Crystal City”
- Design this new district to achieve the goals and implement the recommendations of the Plan
  - Properties within the District (GLUP) may request rezoning to “C-O Crystal City”
  - Projects may be eligible for planned additional height and density allowable with the Plan’s buildable envelope, in return for projects that meet the goals, policies, and recommendations of the Plan.
  - Zoning Ordinance amendments implemented after adoption of the Crystal City Plan
- Zoning Ordinance amendments implemented after adoption of the Crystal City Plan

# Phased Development Site Plan (PDSP)

- Integrating old and new development, gradually over time, poses complex challenges – goal is to limit disruptions to existing public infrastructure network;
- County interested in assurances that specific development on a block can be phased in a way that achieves the vision of the Plan (especially its major public infrastructure pieces)
- Redevelopment should be organized at the block level (or some other logical scale);
- PDSP approach provides an interim step between the Sector Plan and Site Plan buildings to further detail densities, uses, park, transportation facilities across an entire block;
- Exploring potential ways to influence timing or sequencing of buildings on a block, but ultimately timing is heavily market dependent
  - Priority is on blocks that involve creation of new streets, new or existing open spaces, etc.

# Phased Development Site Plan (PDSP)



- County Staff has met with Metro and been told they can accommodate the additional transit trips with the growth projections as indicated in the Crystal City Sector Plan.
- Metro will be using more 6 and 8 car train sets in the future especially in the AM & PM peak travel periods.
- Travel demands in the Crystal City Multimodal Transportation Study were consultant verified.
- Metro did outline the first item to reach capacity will be the single entry point to the Metro Station and addressing this issue is a high priority in Phase 2 of the Plan's recommended improvements.

# Proposed CIP FY2011-16 Costs

## 6 YEAR PROGRAMMED SUMMARY (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
1 Crystal City Street Improvements	300	1,700	4,650	6,600	5,500	2,500	21,250
2 Crystal City Potomac Yard Streetcar	-	700	700	18,000	32,500	17,580	69,480
3 Crystal City Parks and Open Space	-	-	-	-	250	-	250
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-
<b>Total Recommendation</b>	<b>300</b>	<b>2,400</b>	<b>5,350</b>	<b>24,600</b>	<b>38,250</b>	<b>20,080</b>	<b>90,980</b>

- Estimated **\$200-\$250 million needed through 2030 (including proposed \$91 million in the six-year plan)** to pay for improvements.

Complete streets and facilities to encourage walking and biking.  
 Traffic signals to be updated, bike lanes added, signage and striping added.  
 High-capacity, high-frequency transit, including a new streetcar line.  
 High-quality parks and plazas.

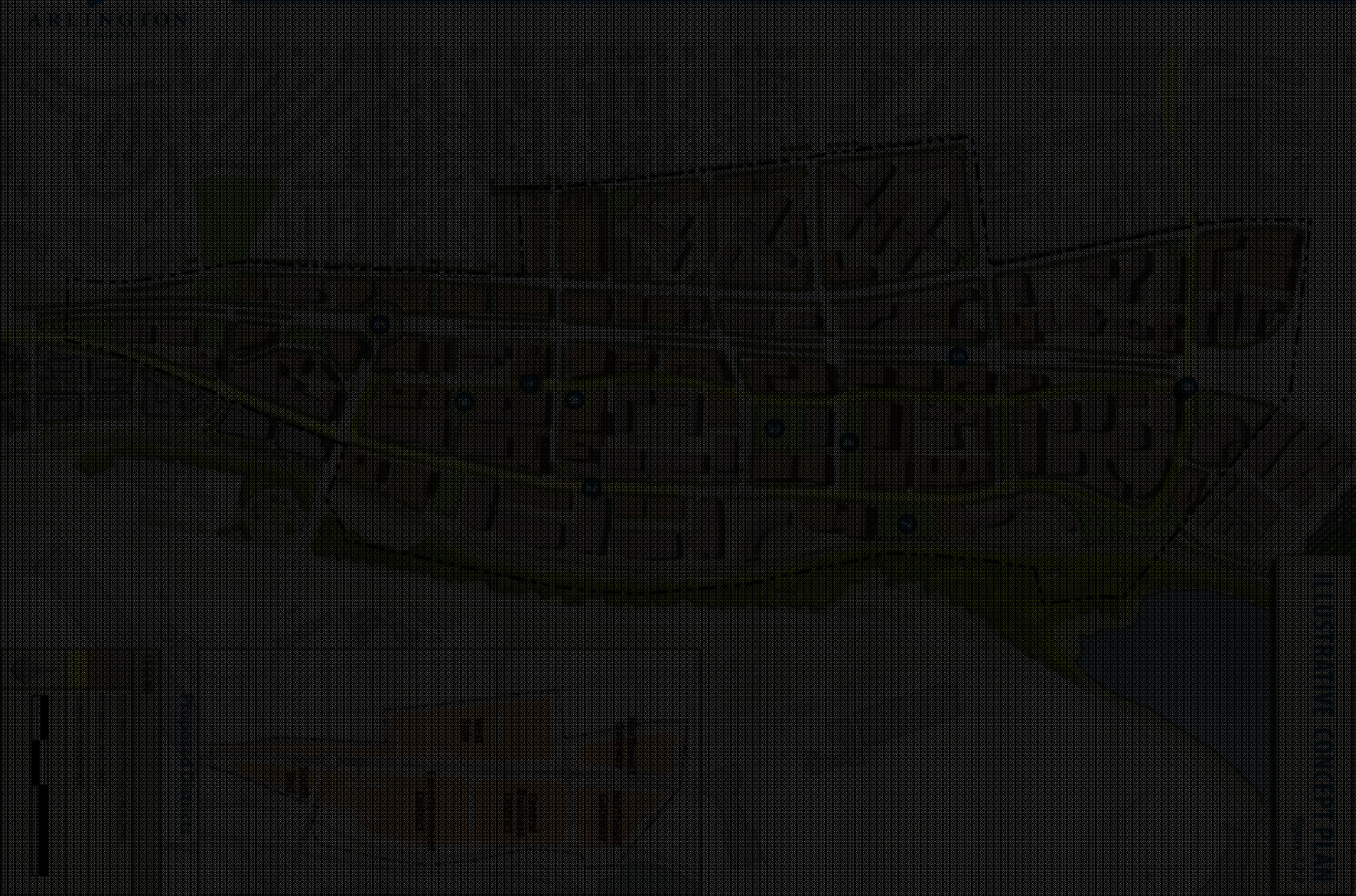
# Proposed Funding Strategies

## PROGRAM FUNDING SOURCES (IN \$1,000s)

	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	6 Year Total
Revenue from the Commonwealth	-	140	140	3,250	4,500	4,520	12,550
Federal Funds	-	-	-	3,000	7,500	7,500	18,000
Transportation Investment Fund	300	2,260	5,210	10,000	6,000	5,000	28,770
Commonwealth Loan Funds	-	-	-	-	-	-	-
Master Lease	-	-	-	-	-	-	-
Tax Increment/Other Tax Source	-	-	-	8,350	-	3,060	11,410
PAYG	-	-	-	-	-	-	-
Bond Issue	-	-	-	-	20,250	-	20,250
<b>Total Funding Sources</b>	<b>300</b>	<b>2,400</b>	<b>5,350</b>	<b>24,600</b>	<b>38,250</b>	<b>20,080</b>	<b>90,980</b>

- Investing in Crystal City public infrastructure to support private reinvestment in redeveloped properties will have significant long-term benefits
  - Opportunity to remake the area with high quality neighborhood form;
  - Improved properties result in deeper, more diverse tax base
  
- Beyond first six years, program costs proposed to be largely funded through a portion of tax increment within the district

# Discussion / Feedback



## Sites with Reduced Building Heights

- Several existing buildings in Crystal City have heights that exceed the maximum heights recommended in the draft Plan
- For certain sites, this condition may present obstacles to devising a redevelopment scheme that is economically viable based on the heights and densities that exist today
- This condition could provide no incentive for owners to demolish existing structures and replace with new, modern buildings
- Staff was asked to study this issue further and provide potential options for how the Plan could incorporate flexibility regarding building heights, for such instances

# Sites where Building Heights Exceed Plan

## Existing Buildings in Crystal City with Heights Greater than Crystal City Plan Heights

	SP#	Existing Heights		Zoning District	Maximum Height in Zoning District	Maximum Height Per Crystal City Plan	Reduction resulting from Plan
		to Main Roof	to top of Penthouse				
<b>Crystal Towers</b>	13	120'		RA 4.8	136'	110'/60'/35'	10'/60'/85'
<b>Crystal Houses</b>	13	122'	139'	RA-6-15	12 stories	110'/60'/35'	12'/62'/87'
<b>Holiday Inn</b>	74	151'	168'	RA-H-3.2	180'	75'/35'	76'/116'

NOTES

Source: compiled from DCPHD records, Arlington, VA, Planning Division

Resulting height reductions based on difference between Plan heights and existing heights to main roof. Under the Plan, height limits reflect maximums for occupiable space, not including penthouses.

- To qualify for flexibility, the above sites would need to demonstrate how the Plan and its recommended heights prevent any practical redevelopment schemes within the plan's buildable envelope from being economically viable.
- Effectively, larger block-sized sites would have greater difficulty in demonstrating this case; small, narrow sites would be much more constrained and likely to have economic feasibility issues, especially where heights would be significantly reduced.

# Sites with Building Heights Exceeding Plan

**Maximum Building Heights –  
Crystal City Plan**



**Existing Orthophoto (2009) –  
Crystal City Area**



Crystal Tower

Crystal House

Holiday Inn

# Options for Flexibility regarding Heights

Only for sites that demonstrate form's impact on economic feasibility for redevelopment

## **Proposed Approach:**

*Maintain Crystal City Plan heights as shown, but in recognition of potential challenges to the economic feasibility of redevelopment, add language to the plan indicating the County Board will have flexibility to modify maximum heights on properties where existing heights exceed the plan's proposed heights, at their discretion, according to one of the following options:*

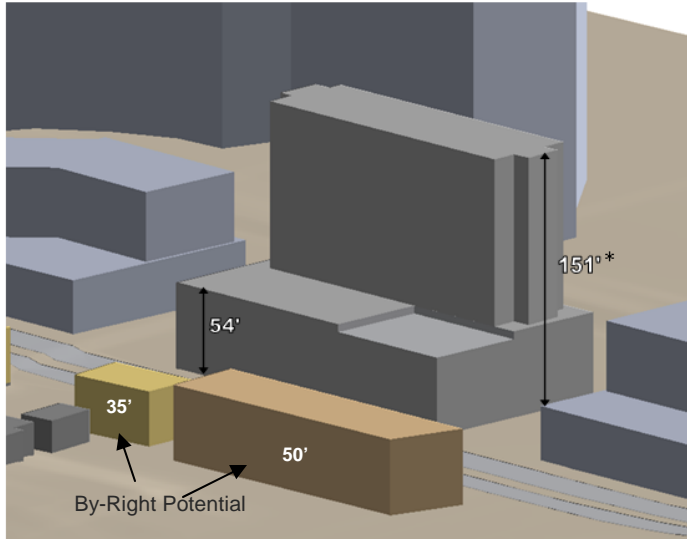
A) *Allow up to an additional 25' where planned maximum building heights are  $\leq 60'$ , and an additional 40' where planned maximum building heights are  $\geq 75'$ ;*

*or,*

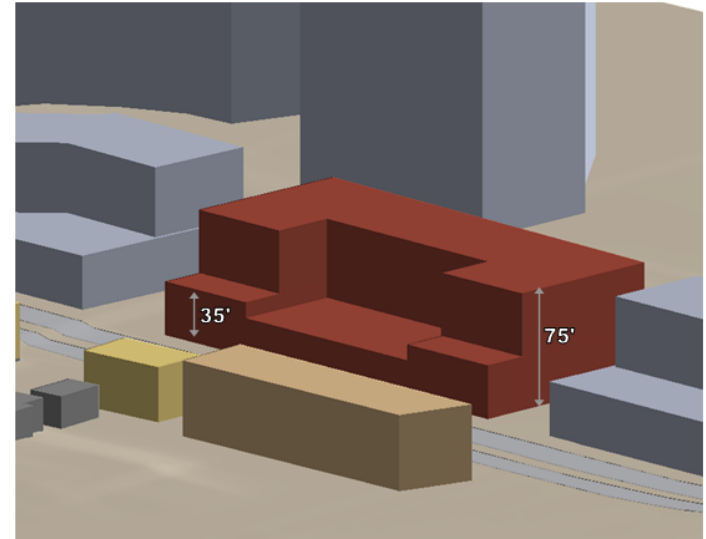
B) *Where sites have split maximum height designations lower than and greater than or equal to 75', allow up to an additional 65' where planned maximum building heights are  $\geq 75'$ , only; and*

*In no case should the heights of proposed buildings exceed the height of existing buildings on the site.*

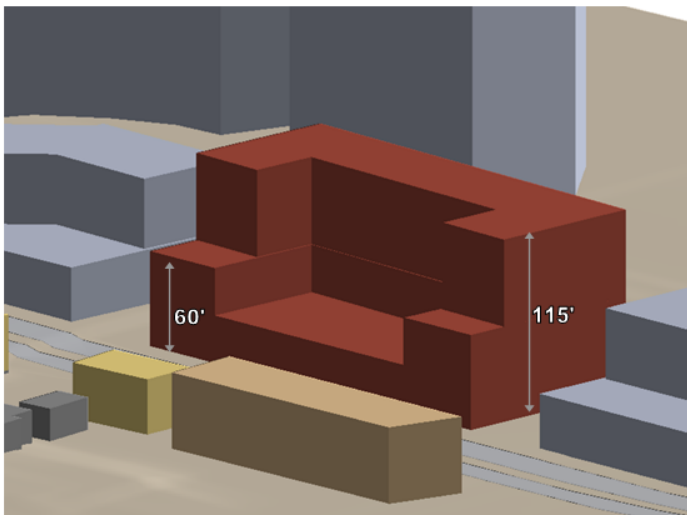
# Examples of Applying Proposed Options



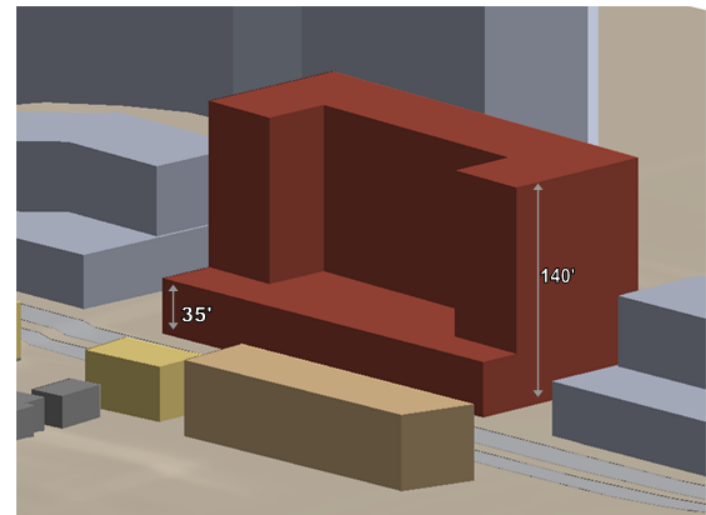
*Existing Holiday Inn with existing and zoning/plan potential context  
\* Top of penthouse (not shown) @ 163'*



*Potential redevelopment per Plan (economic feasibility issues)*



*Alternative Scheme A: additional 25 feet and 40 feet, split on site*



*Alternative Scheme B: additional 25 and 40 feet, concentrated on portion of site with taller planned heights*



The background of the slide features a dark, semi-transparent map titled "ILLUSTRATIVE CONCEPT PLAN". The map shows a grid of streets and several blue circular markers. A yellow line highlights a specific path or route across the map. The text "Thank You" is centered over the map.

**Thank You**