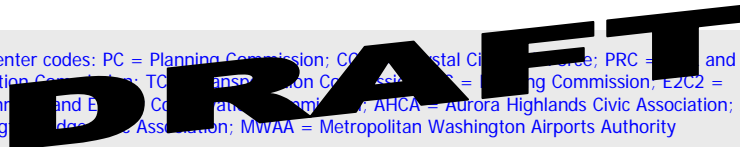


Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
DOCUMENT STRUCTURE / FORMAT / OVERALL					
CHAPTER 2 – POLICY FRAMEWORK/VISION STATEMENT					
CHAPTER 3 – THE ILLUSTRATIVE CONCEPT PLAN (3.2)					
3.2.1	Property Owner/ Developer	9/9	Page 33, Proposed additional 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 – BLOCK STRUCTURE (3.5)					
CHAPTER 3 – TRANSPORTATION (3.6)					
3.6.13	ARCA/ AHCA	9/11	Add language to Sector Plan to disallow cut through Streets between Route I and Eads Street south of 23 rd Street.	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.	No change.
CHAPTER 3 – PUBLIC REALM (3.7)					
CHAPTER 3 – DENSITY & BUILT FORM (3.8)					

Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
3.8.3	ARCA/AHCA	9/11	<p><i>Building Heights-</i></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, but recommends the inclusion of a more limited approach than what was advertised. Staff is proposing to revise the language to limit any potential flexibility ONLY to the Holiday Inn site, and to just keep the option that holds the 35 foot height limit along Eads St. The Holiday Inn site should have flexibility due to its site's size and depth.</p>	<p>Page 94, revised text:</p> <p>“...Zoning Ordinance. Also, <u>given the Holiday Inn site's properties where existing site plan buildings that greatly exceeds the Sector Plan heights, should provide appropriate transition yet have consideration should be given for</u> flexibility in heights <u>for a project that still provides an appropriate transition, within certain limits.</u> Generally, this flexibility would provide <u>up to an additional 25 feet or 40 feet, where planned maximum building heights are ≤60 feet or ≥75 feet, respectively; or, for sites with two maximum height designations, up to an additional 65 feet could be allowed on the portion planned for ≥75 feet, holding the 35 feet portion constant. The height of a new building should never exceed that of the building being replaced.</u> Finally....”</p>
3.8.4	ARCA/AHCA	9/11	<p>• <i>Building Heights-</i></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>“...Zoning Ordinance. <u>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.</u> Also, properties...”</p>
CHAPTER 3 – LAND USE & USE MIX (3.9)					
CHAPTER 3 – WATER, SANITARY, & STORMWATER INFRASTRUCTURE (3.10)					
CHAPTER 3 – DESIGN GUIDELINES (3.11)					
CHAPTER 4 – IMPLEMENTATION					

Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
4.23	Property Owner/ Developer	9/9	<p><i>Phased Development Site Plans</i> 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>	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>Page 134, revised text:</p> <p>“...or sites are located before or concurrent with the first site plan application for an individual development project. <u>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.</u>” In all cases, applicants should meet with staff at the beginning of the project design process to refine and agree upon...”</p>
4.24	ARCA/ AHCA	9/11	<p><i>Traffic and Transportation-</i></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>	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>Page 139, revised text:</p> <p>“...in travel patterns that may occur over time. <u>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...</u>”</p>
4.25	ARCA/ AHCA	9/11	<p><i>Traffic and Transportation-</i></p> <p>Also regarding traffic concerns, traffic monitoring should Include tolerance threshold of 5%: if this level is breached, positive actions will be instituted and TIFF funds identified to mitigate.</p>	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).




ATTACHMENT 13 – PART II

Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
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, <u>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.</u> 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. <u>Performance measures included in the report could also extend to tracking adverse impacts, in order to address issues as appropriate. This type of mechanism....</u> ”
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/countyboard 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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Commenter codes: PC = Planning Commission; CC = Crystal City; PRC = Planning and Recreation Commission; TC = Transportation Commission; E2C2 = Environmental and Economic Commission; AHCA = Aurora Highlands Civic Association; ARCA = Arlington Heights Association; MWAA = Metropolitan Washington Airports Authority


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

ATTACHMENT 13 – PART II

Comment #	Meeting/ Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Sector Plan
4.29	ARCA/AHCA	9/11	<p><i>Edge Development Plan-</i></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>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 140, new text for new action item to be added after Action 31:</p> <p><u>“Action . . . Conduct a follow-up effort to develop an edge/transition area development study to further articulate the preferred vision for a successful transition along Crystal City’s western boundary.</u></p> <p><u>While the Sector Plan includes macro level planning recommendations pertaining to the area on the east side of Eads 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.</u></p>

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