

DRAFT

CRYSTAL CITY PLAN

POLICIES and GUIDELINES (For discussion on May 13)

04/11/08

PLAN POLICIES (WORKING DRAFT)

Transportation (T)

- T 1) Establish a revised street network for Crystal City as shown in the [Street Typology Map](#).
- T 2) Expand County control over all streets and right of ways through public ownership, dedication, or public-use easements set in perpetuity.
- T 3) 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.
- T 4) Maintain continuity and safety for pedestrians and bicyclists during all phases of construction.
- T 5) 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.
- T 6) 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](#).
- T 7) 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.
- T 8) Establish additional access points to the ‘Underground’ and Metro Station in the vicinity of the Crystal Drive and 18th Street intersection.

- T 9) 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.
- T 10) 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
- T 11) Apply Transportation Demand Management (TDM) measures that reinforce the use of a lower parking supply.

PLAN POLICY MAPS

Street Typology Map

Proposed Underground Map

Building Service and Loading Access Map (TBD)

Surface Transitway Map (TBD)



Recommended Street Typology Map



Legend	
	Existing Retail Fronting on the Street
	Existing Internal Retail
	Proposed Retail Fronting on the Street
	Proposed Internal Retail
	Internal Circulation

Proposed Crystal City Retail Underground