

| Comment No. | Task Force Member | Subject | Question/Comment | Staff Response |
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| 1 | Terry Savela | Land Use | <p>Use-mix and future demographics We need more information on what the land use recommendations (in GFA) mean for future office and resident populations (daytime/nighttime) and the assumed share of future residents that would live and work in Crystal City.</p> | <p><i>Staff had established numbers as part of the Draft 1.5, which have been revised. According to the latest plan and analysis, the resident population is anticipated to increase from existing 13,100 to 27,700 at full build out, while the office employee count would increase from 36,700 today to 56,200 at build out. In effect, the ratio of residents to office employees would decrease from 2.8 (today) to 2.0 (build out), while the ratio of daytime to nighttime population would also decrease from 2.4 (today) to 2.0 (build out). Additionally, our analysis shows that today, about 4% of Crystal City/Pentagon City employees (1,420) also live in Crystal City/Pentagon City, which would translate to around 2,400 persons at plan build out.</i></p> |
| 2 | Harmar Thompson | Land Use | <p>Use-mix and TDR Will there be a Transfer of Development Rights policy or similar mechanisms in place to encourage the mix of uses that are recommended in the plan?</p> | <p><i>TDRs may be a part of the implementation strategies to help achieve some of the planned development. We could look at TDR potential utility to incentivize the mix of uses desired at the block level. Overall, use mix should be an element with a specific policy goal to evaluate and manage use mix over time as Crystal City grows, based on inventory, market demand, and other factors.</i></p> |
| 3 | Ted Saks (N. Sigmon associated w/ comments) | Land Use | <p>23rd Street Retail / "Restaurant Row" The plan's tearing down of existing 23rd Street retail between Eads and Fern St. is unacceptable to the neighborhood. The existing GLUP designation for this area is Service Commercial (maximum FAR of 1.5, building height of 45 feet). The orientation of this area should always be directed at neighborhood retail. Should any redevelopment happen, 6 stories should be concentrated only along Eads St frontage and should taper down quickly to the west.</p> | <p><i>The plan's intent is to provide a vision for the future of the 23rd Street area should the landowners be interested in redeveloping their property in the future. The plan concept supports ground floor retail which could be neighborhood oriented, and includes upper story residential uses, from a maximum of 6 total floors along Eads St stepping down to 3 floors along Fern St. The buildings fronting the single-family properties to the south are planned for a maximum height of 45 feet, which is consistent with the existing GLUP.</i></p> |
| 4 | Ted Saks | Land Use | <p>Eads Street – east side The revised step-down and orientation of buildings along the east of Eads St is improved, but a step back at the 4th floor to respond to the SF residential across the street is needed.</p> | <p><i>With regard to setbacks along Eads St above the 4th floor, staff will further analyze and consider the appropriateness of step-back recommendations along this edge or elsewhere in relation to the massing relationship with the single family homes, the width of Eads Street, and development feasibility of the sites.</i></p> |

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| 5 | Ted Saks | Land Use | Building Height – Block L The building on the NE corner of 23 rd and Eads is still too tall. It should be a maximum of 180', preferable shorter. | <i>Staff will continue to study the recommendation for building heights up to 200 feet on Block L, which would constitute a 20' increase in permitted maximum heights based on the GLUP.</i> |
| 6 | Sally Cooper | Land Use | Building Height – Building B1 The planned 14 story Building B1 (north of 12 th Street) (Building B1) is too tall for that location, and heights in this area should be considered in relation to what is being planned, approved, or developed in context north of the site. | <i>Staff will revisit the heights in context, but notes that the existing development directly across 12th Street has heights of appx 187 feet in 15 stories. The approved North Tract Lofts (Site Plan #390) when built will have a building height of appx. 65 feet. In addition, the proposed Monument View site plan getting underway in the SPRC process currently proposes a 97.5 foot tall office building and 67.5 foot tall residential building. Staff will conduct additional research to confirm that a 14 story building would be allowable based on current avigagtion easement restrictions.</i> |
| 7 | Mitch Bonanno | Land Use | Block M – 20th to 23rd Streets Revised concept plan proposes a plaza that breaks retail frontage along 23 rd Street, and does not provide enough building separation between Buildings M1 and 5E. The phasing would also require 2 buildings to be demolished along 23 rd Street in order to build 2 new buildings in their place. | <i>Staff will reevaluate the proposed plan layout for this area based on comments relating to phasing and building separation, and will focus particularly on potential anticipated impacts of reorienting the open space in a north-south configuration. Building separation issue at the M1/5E location could be resolved either through 1) renovation of 5E with a party wall at the south end or 2) by reconfiguring the M1 building in a east/west configuration rather than north/south. Typical separation between towers should be 60' min. with smaller separations between lower buildings allowed. In this area, the plan was designed to have office facing office and residential facing residential. As specific design and engineering is developed for a PDSP proposal, it is anticipated that the proposed layout may possess a different configuration. The plan proposes the plaza to face primarily onto 23rd St since this is the more active and focal street of the plan (rather than Clark/Bell). The plaza would continue to be edged by ground floor retail at the base as on 23rd Street. The existing western building does present a problem with phasing of the new buildings and a new Clark/Bell as shown in the plan. Although possible, the north/south park may be less usable than the east/west plaza due to significant grades over a small park width in this area from south to north.</i> |

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| 8 | Mitch Bonanno | Land Use | <p>Block J-K – 20th to 18th Streets Revised concept plan proposes a center park that requires removal of an \$80 million building (county tax assessed value), which would need to address significant grade. The existing plaza on this block can be reprogrammed and better managed to create a lively, active plaza. Staff plan also proposes office building footprints that are 140’ wide when 120’ is the typical maximum dimension used based on marketability and maintaining daylight to interior space. Also, staff plan shows new hotel at Bldg J4 that has 70’ deep tower, when the max feasible is 60’ deep.</p> | <p><i>The initial principles generated in November of 2006 requested a significant "Central Park" space be created that will be the "heart" of Crystal City. In the current configuration the park will be this large central space that can be used for a variety of large gatherings and events. This space is the most feasible area where a park of this size and configuration suitable for these large gatherings can be created. The planned size of this space takes into account anticipated increases in employee and resident populations that would be achieved with plan implementation. When ultimately designed, the grade will be addressed through landscaping, terraces and water features along the southern (20th St.) edge of the park. The building dimensions can be adjusted accordingly; 60’ to 70’ is standard for hotels. Likewise, office floor widths vary due to site conditions; although lower office floors may be 140’ wide, they may narrow to 120’ and less as they go up as building setbacks will be recommended to help break up the scale of the buildings to the street.</i></p> |

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| 9 | Mitch Bonanno | Land Use | <p>Block G – 18th to 15th Streets</p> <p>1) Revised concept plan proposes a Bldg G7 that provides a small office footprint and extends over the Metro station entrance which is less feasible than landowner plan.</p> <p>2) Staff plan proposes new Bldg G1 that overlaps 2 existing buildings, which complicates phasing.</p> <p>3) Staff plan Bldg G2 extends over Metro, which is not easy.</p> <p>4) Staff plan plaza along 18th St. does not show drive lane for pick/up drop/off which is needed along eastern edge.</p> <p>5) Staff plan also shows new buildings G5 and G6 that would require VDOT cooperation for ROW adjustments.</p> | <p><i>1) The plan's intent is to incorporate the existing Metro Station into the base of G7, which is done throughout the Metro system. This building partially extends over the Metro Station and while this may add additional cost, it is feasible. Also, a building tower at the western end of the planned 18th St plaza creates a focal terminus to the plaza and creates an icon over the station entry.</i></p> <p><i>2) Phasing will need to be determined once the project begins planning. One phasing approach would include G2 first, G7 second, and G1 third. The reconfiguration of a new building over Clark/Bell as proposed in the Vornado plan may not be supported by staff; in some instances, staff may support, as a compromise, retaining and "tunneling" through existing buildings (at grade) to achieve a realigned Clark/Bell St.</i></p> <p><i>3) The intent of the concept plan is to indicate G2 immediately adjacent to, but not over, Metro. The plan proposes G2 to be further set back from Crystal Drive than the existing 1750 Crystal Dr building to create a more appropriate sidewalk width at Crystal Drive.</i></p> <p><i>4) Plan would propose that drop-offs occur along 18th St. Although a surface paver drive could be configured along the buildings for service access in mornings and then closed off during the day for pedestrians only, a permanent surface street along the park's northern edge could greatly diminish the pedestrian quality and character of the space and would exacerbate the length to width ratio of the park making it much less suitable for larger gatherings.</i></p> <p><i>5) All buildings on "new" sites along Jefferson Davis Hwy will require some level of VDOT cooperation in order to make these sites wide enough for feasible development and in order to make Jefferson Davis Hwy a real boulevard with buildings facing onto it rather than the freeway it is today.</i></p> |
| 10 | Mitch Bonanno | Land Use | <p>Block D – 15th to 12th Streets</p> <p>1) Revised concept plan proposes a Bldg D3 that has a small office footprint.</p> <p>2) The staff plan also includes Bldg B1 that has a somewhat small footprint that could limit development feasibility.</p> | <p><i>1) This building would be a smaller scale similar to the plan's new Crystal Park infill buildings along the east edge of Crystal Drive.</i></p> <p><i>2) The plan proposes an average mid-floor floor plate of about 16,000sf, which is a reasonable size for residential buildings. B1 is also strategically set back so not to block views of the residential building 20E.</i></p> |

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| 11 | Mitch Bonanno | Land Use | Block U-V-W (East of Crystal Dr) Revised concept plan proposes a Bldg U3 that is actually two buildings connected via a plaza that splits the floor plates, increasing cost. The revised plan also does not maintain rear access and daycare play yard near airport viaduct with 2 new planned buildings in this area. | <i>U3 was divided to allow for light and air into a "Market Plaza" for the farmers market space proposed for the first floor of one of these buildings. The rear access road would need to be maintained and can be accommodated in either a more detailed plan layout in a new configuration or as proposed by Vornado.</i> |
| 12 | Mitch Bonanno | Transportation | Parking - Ratios and above-grade The ratio of 1 space per 1,000sf of office GFA may be acceptable in 5 to 10 years, but may not be feasible now. Also the plan calculates parking too generally and does not account for existing physical constraints. The parking discussion should focus also on accommodating short-term parking needs in the next 3-5 years. Also, the Dec 17 presentation included some areas where above-grade parking is identified but excluded others. The plan needs flexibility to allow the possibility of above-grade parking if it is needed to make a project feasible. Additionally, the plan needs some flexibility in the ratios between commercial and retail parking to accommodate market demand. | <i>The transportation analysis has been based on assumed parking ratios that staff believe are achievable and realistic in the short-term, and may even be conservative when looking more than a decade or two into the future, depending on the modal split that is ultimately achieved in Crystal City as the area grows. The method to estimate future parking demand/supply is appropriate for the scope of a concept plan process. With regard to above-grade parking, it's envisioned that the plan will have flexibility to allow above-grade parking to be proposed as part of a project if the entire requirement cannot be met below-grade. However, the plan should establish parameters and requisites for such proposals, such as having any above-grade parking areas to be lined with active uses, such as lofts, retail, etc.)</i> |
| 13 | Neal Sigmon | Transportation | North Tract Promenade Timing The transportation presentation identifies the North Tract promenade connection for the 2016-2019 timeframe. Given the more near-term efforts for getting North Tract underway, this connection should be pushed up to an earlier phase. | <i>If improvements to North Tract begin earlier than anticipated, the promenade connection should also be created earlier.</i> |
| 14 | Ted Saks | Transportation | 23rd Street/Route 1/ Clark-Bell Intersection The improvements to this intersection are needed as part of Phase I instead of Phase II. What are the real benefits to only realigning the north portion of the intersection while leaving the southern portion of the intersection in its current configuration in the short-term? More information on potential options to address this intersection would be helpful, such as temporarily closing off Clark/Bell south of 23 rd Street, if that's even possible. | <i>The anticipated phasing on these improvements is partly based on staff's understanding of when certain existing buildings sites may come into play. Staff analysis indicates that even realigning just the north portion of the intersection will be an improvement over existing conditions. Precise engineering will need to be done before any reconfiguration or closures are generated.</i> |

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| 15 | Ted Saks | Transportation | Wayfinding improvements More generally, the overall goal is to make Crystal City as inviting as possible, and wayfinding can go a long way to assist parking efficiency. | <i>Staff concurs.</i> |
| 16 | Ted Saks | Transportation | Impacts on Eads Street Transportation impacts of any development along Eads St need to be carefully thought out. | <i>Transportation impacts for the entire Crystal City area have been studied throughout, and the general concluding findings are that the transportation system will work, with targeted improvements and better management.</i> |
| 17 | Sally Cooper | Transportation | Retail parking needs On Joel Cohen’s email comments on proposed changes to the Goals and Objectives language, the plan could include some policy of identifying the appropriate amount of spaces given the various uses comprised in a project. | <i>Shared parking will be a primary element of the Crystal City Plan. Structured above grade and underground parking as well as on-street parking will all be included in the shared counts. With this in mind, enough parking should be available for all uses without compromising the transit oriented character of Crystal City.</i> |
| 18 | Sally Cooper | Transportation | Parking diagrams The parking information presented at the Dec 17 TF meeting does not identify existing underground parking in the North End or east of Crystal Drive. | <i>Actually, the presentation materials from the Dec 17 TF meeting does illustrate existing parking facilities in these locations (see page/slide #31 “Parking”). The plan would not remove any existing underground parking that is used by current uses.</i> |
| 19 | Steve Rosenberg | Transportation | Retail/Cultural parking needs Is less concerned about the quality of parking and more concerned about the “appropriate” quantity of parking. | <i>“Appropriate” parking is both a quantitative statement about the amount of parking, and a statement about the types and location of parking.</i> |
| 20 | Terry Savela | Transportation | Retail/Cultural parking needs Generally, the plan should not recommend dedicated parking for specific uses, although she understands the concerns of parking for retailers. Rather, the plan should focus on directing resources away from expending costs on unnecessary parking spaces and using those resources to get the transitway funded and built, to provide competitive transit service as an option to convenient parking and encourage other modes of travel. Pricing policies can be used to address the needs of short-term parking to make sure there are enough spaces for all uses, and the plan should speak to this. | <i>Staff concurs. As individual plans proceed to a PDSP level of design, retail components will be examined and shared parking components could be considered. The PDSP and more detailed site plan process would allow us to appropriately address retail parking needs based on specific project characteristics. Pricing policies that support some short-term parking is one of many strategies that could be incorporated into the process.</i> |

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| 21 | Harmar Thompson (supported by M. Almquist) | Transportation | Parking – Existing, wayfinding There is a lot of parking in Crystal City today, but a lot of the problem is that it is inefficient or hard to find. A lot can be improved in the short-term by improved wayfinding and breaking down barriers to efficiently organized/used parking. (The Crystal City BID is an existing resource that can be tremendously helpful in making people more aware of parking resources and wayfinding.) | <i>Staff concurs.</i> |
| 22 | Sally Cooper | Transportation | Mode split Modal split hasn't been discussed in some time and should be revisited to see if we are being ambitious enough with the assumed capture rate of transit versus vehicular trips. | <i>The transportation study evaluated modal split within the new plan and determined that it would have a positive effect on modal split.</i> |
| 23 | Sally Cooper | Transportation | Intermodal Transit Center The intermodal station location identification is a positive step, but the plan needs to address enhancing connectivity between the intermodal station, Metro, and the internal walkways. | <i>All of these connections and alignments as well as direct and open connections to the proposed parks, plazas and streetscapes will continue to be a primary element of the proposed plan.</i> |
| 24 | Sally Cooper | Transportation | VRE platforms With regard to VRE, the plan should include short-term efforts to improve wayfinding to the platform. | <i>The plan will include recommendations for better wayfinding within Crystal City. Also, the plan proposes new ground floor retail and potential VRE admin. uses to building 26G that will incorporate VRE, the Water Park and Crystal Drive into a multi-use facility that has great pedestrian accessibility.</i> |
| 25 | Sally Cooper | Transportation | Airport Circle Do we need a "Plan B" as an alternative for the "airport circle" should it not be feasible to implement. | <i>The existing configuration works for access to the airport today and could be retained until the Airport Circle is achieved. The plan's proposal for the Airport Circle provides an opportunity for an attractive gateway to the airport, and better uses and increased value to the land around the airport ramps.</i> |
| 26 | Sally Cooper | Transportation | 15th Street roadway configuration How would the reconfigured transportation layout for 15 th Street with the circle at Crystal Drive benefit the area? | <i>Traffic will flow around the park and traffic calming circle at Crystal Drive. Its function would be analogous to a T-intersection that would be signalized.</i> |
| 27 | Sally Cooper | Transportation | Roadway widths On proposed roadway widths, what can these widths accommodate with regard to where the transitway alignment may ultimately end up? | <i>All roads are designed to accommodate traffic and transitway lanes. Once transitway alignments are finalized, roadway widths at non-transitway locations can be narrowed to make the streets more pedestrian friendly.</i> |

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| 28 | Christer Ahl | Transportation | <p>Crystal Drive modifications Specific analysis is needed on the proposed modifications to Crystal Drive, and how would the modifications improve Crystal City as a whole?</p> | <p><i>General analysis has been completed. Current proposed modifications will greatly enhance Crystal Drive by making it more pedestrian friendly, more active with retail and civic uses facing wider sidewalks, and more accessible and complete with transit, bike, and on-street parking opportunities.</i></p> |
| 29 | Sally Cooper | Open Space | <p>15th Street Park The planned park in this area would create a barrier between the north end and the core of Crystal City's commercial center, and would not be useable space.</p> | <p><i>This park is planned as a beautiful, inviting and pedestrian friendly addition to this area as well as the greater Crystal City. It will be a central focal point to the neighborhood with new residential and hotel uses facing onto it. The plan's reconfiguration of building footprints, streets, and open space in this area will actually decrease the building-face to building-face cross-section across 15th St. and help unify the uses and activities on both sides of 15th St.</i></p> |
| 30 | Sally Cooper | Open Space | <p>Center Park The existing center park can work well and should not be enlarged. A better open space policy is to reduce the size of the proposed center park and reposition that extra open space elsewhere throughout Crystal City.</p> | <p><i>As proposed, the plan would allow everyone in Crystal City to be within a 3 minute walk from an identified park or plaza of 1/3 acre or more. Likewise all buildings will be designed so as to have light and air available to all. Early in the plan process, staff and the task force requested ideas for a large significant "center park" space that would be able to accommodate the increased density anticipated in the future. The existing conditions of the mid-block park do not provide this "center park" character. Also, the plan's approach is for parks and plazas throughout Crystal City to be of a size and character that feel "public", are useable for a variety of programs, and are accessible to all. Creating smaller "extra" spaces throughout Crystal City could diffuse the quality and character that these spaces should exude.</i></p> |

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| 31 | <p>Neal Sigmon</p> <p>Terry Savelle</p> <p>Barbara Baden</p> <p>Ted Saks</p> | <i>Open Space</i> | <p>Center Park</p> <p>The center park as proposed in the concept plan is really significant and could go a long way to help create a sense of place. Having an open space that is open to public streets on two full sides would be much better than having the space that exists today, which is not visible from Route 1 or Crystal Drive, and only marginally visible from 20th Street N. Given the anticipated increase in population, the enlarged park plans for the future demographic growth and increased demand for parks and plazas, and a large space such as this will have the versatility to accommodate a variety of large events.</p> <p>The existing 1.25 acres in the center park area is far insufficient, and there is good reason for the plan to consider a larger center park.</p> <p>The question is less about size and more about placement. The existing center park today feels private because of its enclosed nature and limited connections to public right of ways. Can the concept plan be adjusted to create a better connection between the 18th Street park and a large center park, acknowledging some of the physical constraints to this?</p> <p>The future Crystal City will need a substantial park area to serve the community and that the proposed center park can do that. Having a park that is open on 2 sides will greatly enhance it, in comparison to maintaining the existing space as enclosed on three sides by office buildings, which makes it feel private. A change in grade across this park has potential to make it more interesting and inviting, and should not be seen as a negative. The size of this park should be at least 2 acres, if not larger. Agrees with previous comments about the phasing of parks to make sure that we get parks concurrent with new development.</p> | <p><i>Staff concurs.</i></p> <p><i>Staff concurs.</i></p> <p><i>Staff concurs. The plan will also provide important and meaningful connections between the proposed center park, proposed 18th Street Plaza, and existing Water Park. Physically and visually linking these parks through landscape, public art, special paving, or with tree lined streets will be an important element of the Crystal City Plan.</i></p> <p><i>Staff concurs.</i></p> |

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| 32 | Christer Ahl Barbara Baden | Open Space | <p>Network / Center Park The center park cannot be looked at in isolation, but must be considered in a broader context. We should consider whether the park is sufficient given the anticipated build-out in the surrounding area? The increase in open space has not kept pace with the projected increase in density per the plan.</p> <p>The revised plan proposes an increase up to 15 acres of parks and plazas, over the existing condition of about 10 acres and the 1.5 Draft Plan proposal of about 13 acres.</p> | <p><i>The primary reason behind the creation of a large Center park space was to provide enough room for very large gatherings even with the additional density. This space linked and combined with the other projected public spaces will help to create a network of green throughout Crystal City.</i></p> <p><i>The revised plan has tried to incorporate more publicly accessible and usable open spaces throughout the overall plan than what exists today.</i></p> |
| 33 | Neal Sigmon | Open Space | <p>Phasing The plan needs to ensure that parks and plazas are provided as we redevelop property, rather than waiting until the end of a PDSP for promised parks that we may not get.</p> | <p><i>Staff concurs, and a policy recommendation that acknowledges this parameter will be part of the plan.</i></p> |
| 34 | Neal Sigmon | Open Space | <p>West Side The west side of Route 1 needs more attention with additional open space opportunities, given that the plan would increase density by appx. 70% over existing conditions.</p> | <p><i>The goal is to provide more public open space on the west side. There are new parks proposed for the corner of Fern and 22nd St in addition to a few corner parks at Eads and 12th and 15th St. Likewise, although additional density is projected for the west side, the scale of this area is much lower with many more opportunities for semi-private open space to occur or be retained particularly within the Crystal House and Crystal Tower areas). Also, due to its location, the west side may have better access to existing Eads Park and Virginia Highlands Park, and planned center park on the Metropolitan Park block.</i></p> |
| 35 | Christer Ahl | Open Space | <p>Crystal Park Infill The still planned infill of the Crystal Park parks along the east side of Crystal Drive should be reexamined; if the planned buildings are part of the plan, the plan should stick to its proposed plaza between buildings.</p> | <p><i>The proposed infill buildings east of Crystal Drive will be a lower scale of 5 stories likely with office over retail uses at the street level. The revised plan also proposes a plaza in the middle of the northern infill area to allow for a public plaza to be associated with the proposed farmers market program for this area.</i></p> |

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| 36 | Harmar Thompson | Open Space | <p>Private Spaces All open space in Crystal City today is private and has been set-up by private landowners, without careful thinking as to how the public interest might best be served by these spaces. There is a lot of open space today, most of which is not accessible or visible from high-traffic areas, and does not seem public. Has the plan gone far enough to improve accessibility to existing spaces or to create new spaces that are accessible and feel public to all?</p> | <p><i>The proposed plan tried to identify the open spaces that truly feel open to all ("public") throughout Crystal City and make them fully accessible to all. These spaces will also be the focal points and activity centers of the surrounding neighborhoods and developments.</i></p> |
| 37 | Sally Cooper | Open Space | <p>3 minute walk On the 3 minute walk diagram, we have to be cognizant of the phases and what that means for accessibility to parks for everyone in Crystal City.</p> | <p><i>Staff concurs.</i></p> |
| 38 | Sally Cooper | Open Space | <p>Light and air Having more light and air between buildings is important, and the light/shadow studies for only the parks but not the buildings are a shortcoming of the analysis.</p> | <p><i>Light and air are important elements of any and all developments. Buildings will be required to provide these elements in all cases and the plan proposes that there will always be a 60' minimum separation between towers. Likewise views out to DC, down streets, towards parks and parkland and to the Potomac River will be important within the Plan. Without knowing the detail and precise design of buildings, it is impossible to analyze shadows between buildings at this level of detail to the plan. However, shadow studies were done for the parks and plazas to make sure that minimum sun exposures were maintained most days of the year.</i></p> |
| 39 | Ted Saks | Open Space | <p>Finger Parks The finger parks along the east side of Eads St are good ideas, so long as it is ensured that these areas do not become street connections to Route 1 in the future.</p> | <p><i>Should the plan identify the finger parks between buildings along the east side of Eads St, there would be language that protects these areas from becoming future roadway connections to Route 1 in the future.</i></p> |
| 40 | Ted Saks | Open Space | <p>Park at 23rd St and Eads St There is an existing minipark at the northwest corner of 23rd Street and Eads Street that appears to disappear with the plan, and that this shift should be reconsidered.</p> | <p><i>Staff will also analyze the existing minipark at the corner of 23rd Street and Eads Street, but notes that the plan does propose a much larger open space on the southwest corner of the Crystal House block in close proximity.</i></p> |

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| 41 | Terry Savela | <i>Misc.</i> | <p>Short-term plans vs. long-term vision We should not be thinking about what is easy and what is most doable now if that means compromising the integrity and vision of the concept plan in the short-term. As a 40-year vision plan, the vision will never be fulfilled if individual development decisions are made primarily based on what is the easiest thing to do today. We have to think about the long haul.</p> | <p><i>Staff concurs. Short and long term goals have been consider throughout the process of developing the concept plan. While the concept plan vision does not always propose what is easiest or fastest to implement, staff believes in the overall feasibility of the plan elements.</i></p> |
| 42 | Marty Almquist (H. Thompson supporting comments) | <i>Misc.</i> | <p>Short-term plans vs. long-term vision When she mentioned the need to look closely at short-term gains, she was referring to the need to make things happen sooner rather than later from a timing perspective, but not necessarily in a way that compromises the intent of the plan.</p> <p>(Does not specifically support the existing park between 18th and 20th Streets, but rather supports the idea of a larger central park at this location.)</p> | <p><i>The plan has been refined to allow for short-term meaningful gains without compromising the long term vision of the plan. A great deal of effort will be put towards achieving the creation of public open spaces while the plan progresses over time rather than building all open spaces at the end of the development.</i></p> <p><i>The current plan supports a significant center park between 18th and 20th Streets.</i></p> |
| 43 | Sally Cooper | <i>Misc.</i> | <p>Plan level of detail The challenge with this concept plan is that we have gotten to a level of detail that is perhaps too detailed for a concept plan study. However, it is worthwhile to get an understanding of where we may be able to get access to things sooner versus having to wait until a later phase.</p> | <p><i>Staff and consultants have tried to keep the plan at a concept level of design, since the intended approach was always to develop a concept that would provide a framework for more detailed Phased Development Site Plan review and then even more detailed Final Site Plan review. That said, efforts have been directed to study in great detail the different connections that should be maintained within the plan to enhance Crystal City as a truly accessible and usable community.</i></p> |
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