

**Crystal City Planning Process
Task Force Meeting Summary
12-17-07**

Presentation of Revised Crystal City Concept Plan Map –Anthony Fusarelli, Arlington County, CPHD; supported by Planning and Design Consultant Team (Torti Gallas and Partners (Paul Mortensen) and EDAW (Dennis Carmichael).

Discussion

The following are comments and questions from the members of the Task Force shared at this meeting:

- Do we have a parking requirement for retail parking? Comment suggested that there is a problem with not enough retail parking as it stands today, especially around the lunch times.
- Question on how Block G Park facilitates the phasing of this block.
- On the parking counts, what is the difference between the proposed and recommended? (*Proposed Parking expresses what can be built within the buildings; Recommended Parking is derivative of the proposed density, determined by recommended parking ratios broken out by use.*)
- The images show the proposed new buildings and building sites but it does not show what is being removed. (*Additional materials that show existing building footprints overlaid on the concept plan can be provided at the next TF meeting.*)
- Seeing the new Concept Plan broken down block by block is very helpful.
- Are detailed block program and density numbers available in a building by building matrix? (*Yes, County Staff will distribute to the Task Force.*)
- There was consensus that there needs to be another Task Force meeting to discuss what was presented this evening. This is a lot to digest and the Task Force would like to do that and then meet as soon as possible. (*A meeting will be scheduled for mid-January prior to the Community Forum on January 30.*)
- Is a new foam model possible to show the phasing and the removal of existing buildings and then the placement of new buildings? (*The team is not building a new foam model but will likely have a presentation of new and existing done on a computer model. The design team will also provide movies through the site to show more clearly how the changes affect Crystal City.*)
- There was some concern that the new buildings will be created without the new parks created at the same time. It is the intention of the County that buildings and

parks be created at or near the same time. *(The County will work on an implementation process in the next phase of work on this project.)*

- How will this new plan effect current zoning and the entitlement applications; will it be possible to file amended applications based on existing designs, or will completely new application have to be filed. *(Most likely new applications will have to be filed to insure the proposed plan is properly implemented, when requesting density per the future plan recommendations.)*
- Concerns were brought up about the west side of Route 1. It was believed that the BRAC impact was the impetus for this plan and there were no impacts to the west side. With this in mind, there seems to be no reason why the retail along 23rd west of Route 1 should be affected or torn down as suggested in the plan. Also, the 250 foot towers at the corner of Route 1 and 23rd are entirely too tall and inappropriate. The residents/civic association representative also thought that the buildings between Eads and Route 1 south of 23rd would vary between 4 to 6 stories tall, not all 6 stories as shown. *(The new plan is not different from the 1.5 plan in this respect, but with that said, the County will continue to study and review this side of Route-1.)*
- It seems that the relative proportion of residential to office program has not changed from the 1.5, even though more residential is a policy objective. It was suggested that there should be more residential development in order to have an equal mix of uses and to promote more transit.
- Do we really need above grade podium parking? There was a suggestion that all parking should be kept underground and that we should not promote more parking. The feeling is that less parking will promote more transit use.
- What determines the 300 feet maximum height of buildings? *(300 feet comes from airport consultant studies that show that 300 feet would be within flight pattern standards for National Airport. There would still need to be adjustments to the radar system at National to allow these heights. 300 feet would then be allowed within a 800 foot radius of Metro to promote greater transit use and along 23rd Street where a great deal of the retail will be located. Heights are also adjusted down in these areas because of sunlight and shading issues at the proposed parks.)*
- There was a question on where the transitway stops will be located. The question led to the comment that transitway stops need to be connected to the pedestrian connections underground and should be well connected to Metro and VRE. There was also a request that a portion of the next meeting be focused on how all the transit alternatives and uses will work in Crystal City.
- Where is the multi-modal center?

- Is the “new retail” in addition to what is there? (Yes, it is in addition to existing.)
- Does the plan address phasing?
- The 2 acre Central Park will be very costly with the need to purchase and remove an existing building in order to provide a site for the park. Likewise, there is a question on whether a 2 acre park, rather than the existing 1.5 acres park, might be more than what is needed. The new plan shows a linear park along 18th Street that has access to Crystal Drive. Why can't this park be the large central park and then the existing park between 20th and 18th Streets can stay the size that it is today? Is giving up a building with a county tax assessed value of approximately \$80 million worth the cost of the new Central Park?