



Crystal City Sector Plan

Draft 2.0



Transportation Commission Meeting

September 9, 2010

Presentation Purposes

- Follow-up briefing subsequent to the July 13, 2010 County Board authorization of public hearings
- Summarize Sector Plan's land use and physical planning elements
- Review key transportation recommendations
- Review/respond to Commission recommendations from June 24, 2010 meeting



Impetus for Crystal City Planning Effort



Base Realignment and Closure estimated to yield 3.0 million square feet (+/-) of vacant office space, with 13,000 jobs leaving Crystal City

+

Many aging buildings and infrastructure in need of replacement or upgrades to stay competitive in the regional office market

+

Few owners with multiple properties

=

Opportunity to create a community plan and vision to guide the future revitalization and enhancement of Crystal City

Planning Structure/Processes

1. Policy Framework & Illustrative Concept Plan

Adopted December 2008 by County Board



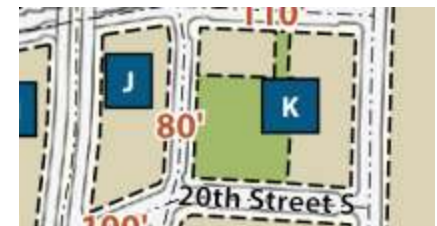
2. Crystal City Sector Plan Document

Draft 2.0, proposed for Request to Advertise in July



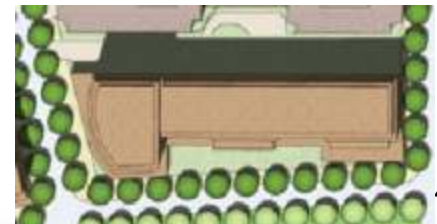
3. Phased Development Site Plans

Overall phasing plan for a specific block



4. Final Site Plan Review

Subsequent to and/or concurrent with Phased Development Site Plans



Proposed Actions Items

1. Crystal City Sector Plan

- adoption of this long range planning document for the next generation of development in Crystal City

2. General Land Use Plan amendments

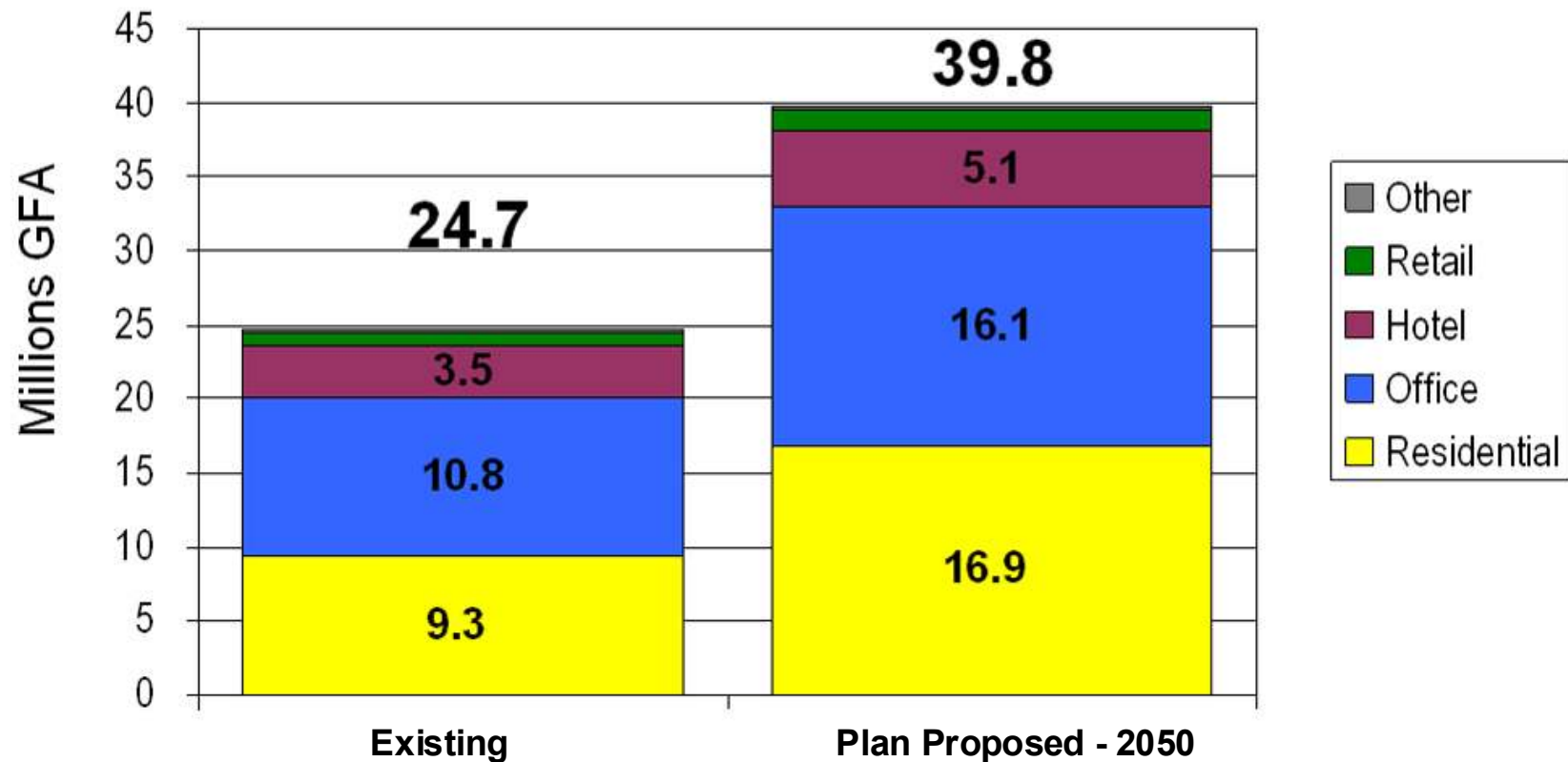
- creation of special redevelopment district encompassing Crystal City
- revised land use designations (impacting use, not density)
- identifying general locations for open spaces proposed in the Sector Plan
- revised street network and Crystal City Metro Station area boundary
- revised text in General Land Use Plan map and booklet

3. Master Transportation Plan amendments

- revised street network and typology map
- revised bike and trails map
- revised transit network map

Development Overview

Total Gross Floor Area within Crystal City Study Area



Illustrative Concept Plan (County Board adopted Dec. 2008)



Plan Goals and Objectives

- Create a High Quality Public Realm that Strengthens the Sense of Place
- Provide a Mix of Uses by balancing office, residential, retail, cultural, and civic uses among several defined neighborhood centers.
- Relate Architectural and Urban Design to the Human Scale
- Enhance Multimodal Access and Connectivity
- Incorporate Sustainable and Green Building Principles into all Urban and Architectural Design.
- Preserve the Integrity of the Single-Family Neighborhood to the West.
- Ensure Crystal City's Long-Term Economic Sustainability.



High Quality Public Parks - Boston, MA



Varied Civic Spaces - Barcelona, ES



Great Places to Sit and Eat



Multimodal Transportation - Barcelona, ES



Integrated Transit - Houston, TX



Sustainable Roof Gardens - Chicago, IL

Transportation Focus Areas



Mobile Commuter Store



Existing Transit Center



Existing Sidewalk on Crystal Drive



Bike and Pedestrian Connection to Airport



VRE Station In Crystal City

- Pedestrians and bicyclists
- Streets and intersections
- Regional facilities
- Transit
- Parking
- Transportation Demand Management

Pedestrian and Bicyclist Recommendations



Pedestrian Tunnel



ShareBike in Washington, D.C.



The Underground in Crystal City

- Provide high-quality facilities
- Promote connectivity throughout Crystal City and to regional facilities such as the Mount Vernon Trail, the Four Mile Run trail, and the Long Bridge Park Esplanade
- Provide connections to the airport
- Enhance crossings of Jefferson Davis Highway
- Provide pedestrian-level wayfinding
- Develop a bicycle sharing pilot program in Crystal City
- Provide adequate bicycle parking
- Preserve the underground walkway connectivity

Recommended Bikeway and Trail Network



- Legend**
- Bicycle Lane (existing)
 - On-Street Bicycle Route (signed, existing)
 - Shared-Use Trail (existing)
 - Cycle Track (recommended)
 - Bicycle Lane (recommended)
 - On-Street Bicycle Route (signed, recommended)
 - Shared-Use Trail (recommended)

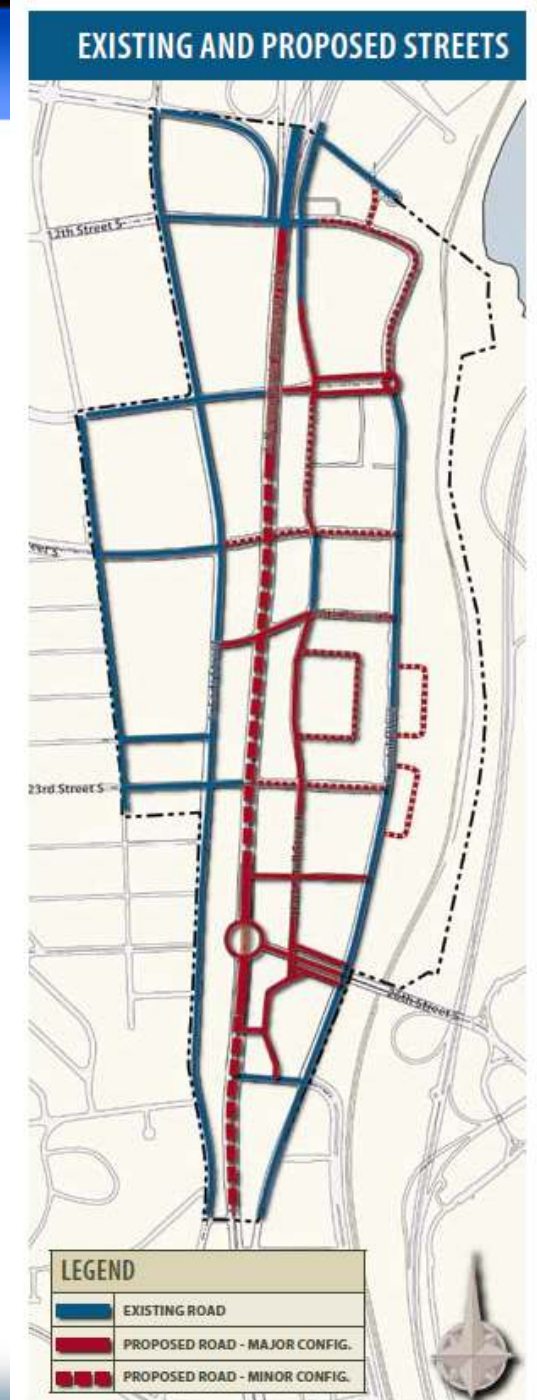
CRYSTAL CITY MULTIMODAL TRANSPORTATION STUDY

Recommended Bikeway and Trail Network

Figure 5.4

Street Improvements

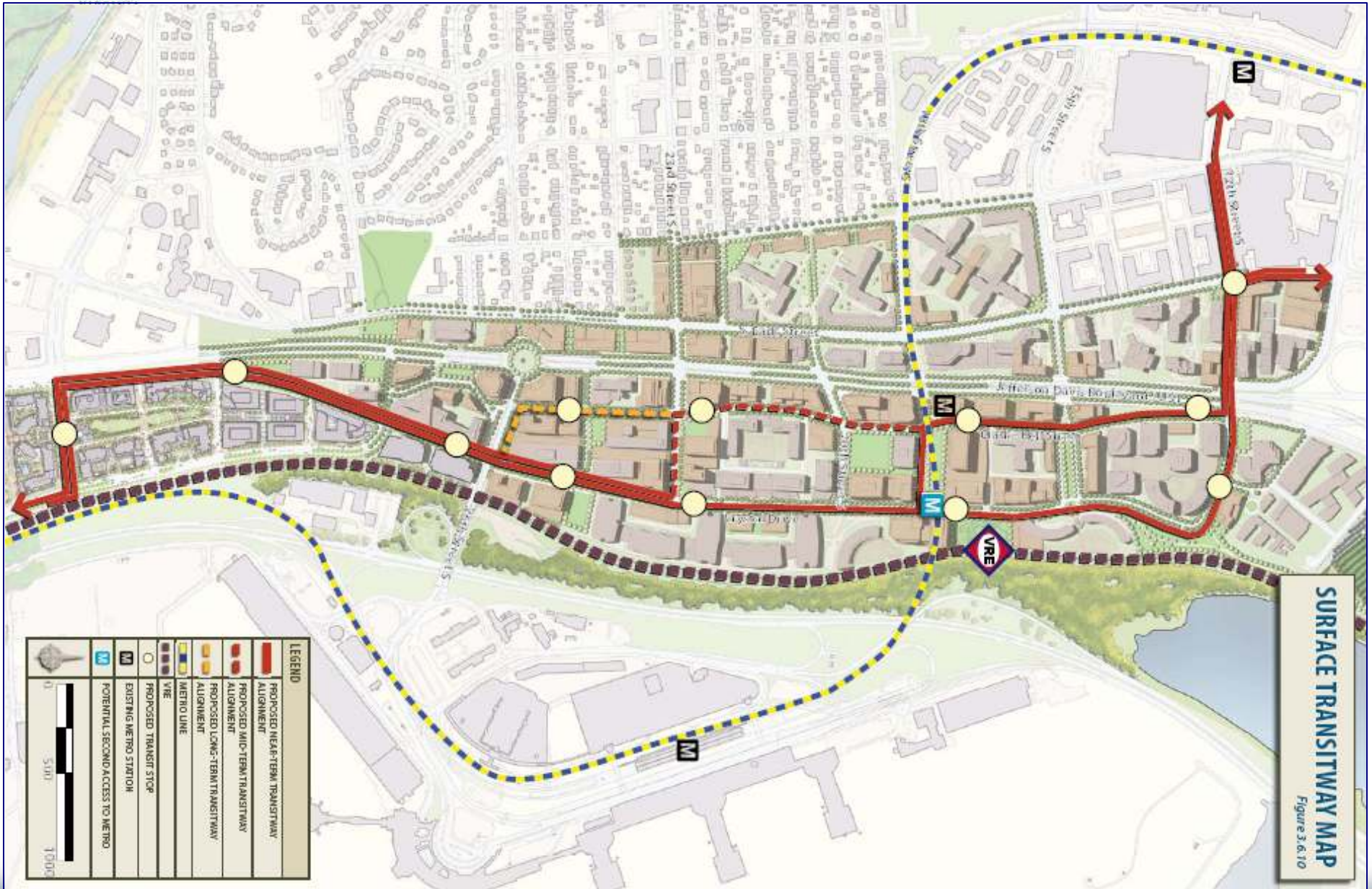
- 12th Street Connection
(Eads-Hayes Streets)
- Clark Bell Street Realignment & 2-way
- Crystal Drive 2-way
- Potomac Avenue extension
- Left turn lanes



Traffic Modeling and Potential Impacts

- Analyses based on conservative assumptions
 - 85% density increase instead of proposed 62%
 - Assumed future transit mode splits levels appear to already exist, based on recent survey data
- Overall, traffic projected to maintain within 5% of today's level through 2030
- Plan's physical form supports County policy of encouraging transit, biking, walking, and other alternative modes
- New developments will include aggressive TDM program, replacing buildings that often were approved pre-TDM
- Implementation actions include periodic monitoring of traffic in and around Crystal City, with mitigation if needed

Recommended Transitway



LEGEND	
	PROPOSED NEAR-TERM TRANSITWAY ALIGNMENT
	PROPOSED MID-TERM TRANSITWAY ALIGNMENT
	PROPOSED LONG-TERM TRANSITWAY ALIGNMENT
	METRO LINE
	EXISTING METRO STATION
	POTENTIAL SECOND ACCESS TO METRO
	VRE



SURFACE TRANSITWAY MAP
Figure 3.6.10



Complete Streets

CRYSTAL CITY Multimodal Transportation Study

Complete Streets

The street network gives physical form to urban places. It bounds the private realm (buildings and other development), while at the same time defining spaces for pedestrians, bicycles, transit, landscaping, and vehicles, both parked and moving. In the overall street system of a city or neighborhood, streets perform different functions, and all the travel modes can be accommodated differently. In the development of the future street network for Crystal City, the accommodation of pedestrians, bicycles, transit, and vehicles was considered. All streets are recommended to generally accommodate the following:

- 6-foot wide (minimum) sidewalks, most are 8- and 10-foot wide minimum (clear width for sidewalks, exclusive of 2-foot building shy zone)
- 5-foot wide minimum utility/landscape strips (8-feet on Jefferson Davis Highway)
- 5-foot wide bicycle lanes on Crystal Drive, Potomac Avenue, 12th Street S, 18th Street S, 23rd Street S
- 10- to 11-foot wide travel lanes for general vehicles and 11- to 12-foot wide travel lanes for transit vehicles
- 8-foot wide parallel parking lanes (includes 1 1/2 feet of gutter pan) on sections of Crystal Drive S, Clark/Bell Street S, Eade Street, 12th Street S, 16th Street S, 15th Street S, 16th Street S, 18th Street S, 20th Street S, 23rd Street S, and 24th Street S
- Left-turn lanes at major intersections
- High-visibility crosswalks
- Pedestrian count-down heads at all signalized intersections and pedestrian crossings. Signals must provide adequate time for safe pedestrian passage
- Pedestrian push buttons where the pedestrian signal phase needs to be called
- Bulb-outs that shadow on-street parking and reduce crosswalk distances at intersections
- Median pedestrian refuges at marked crosswalks wider than 60 feet, curb to curb

Figure 5.1 illustrates elements of a complete street.

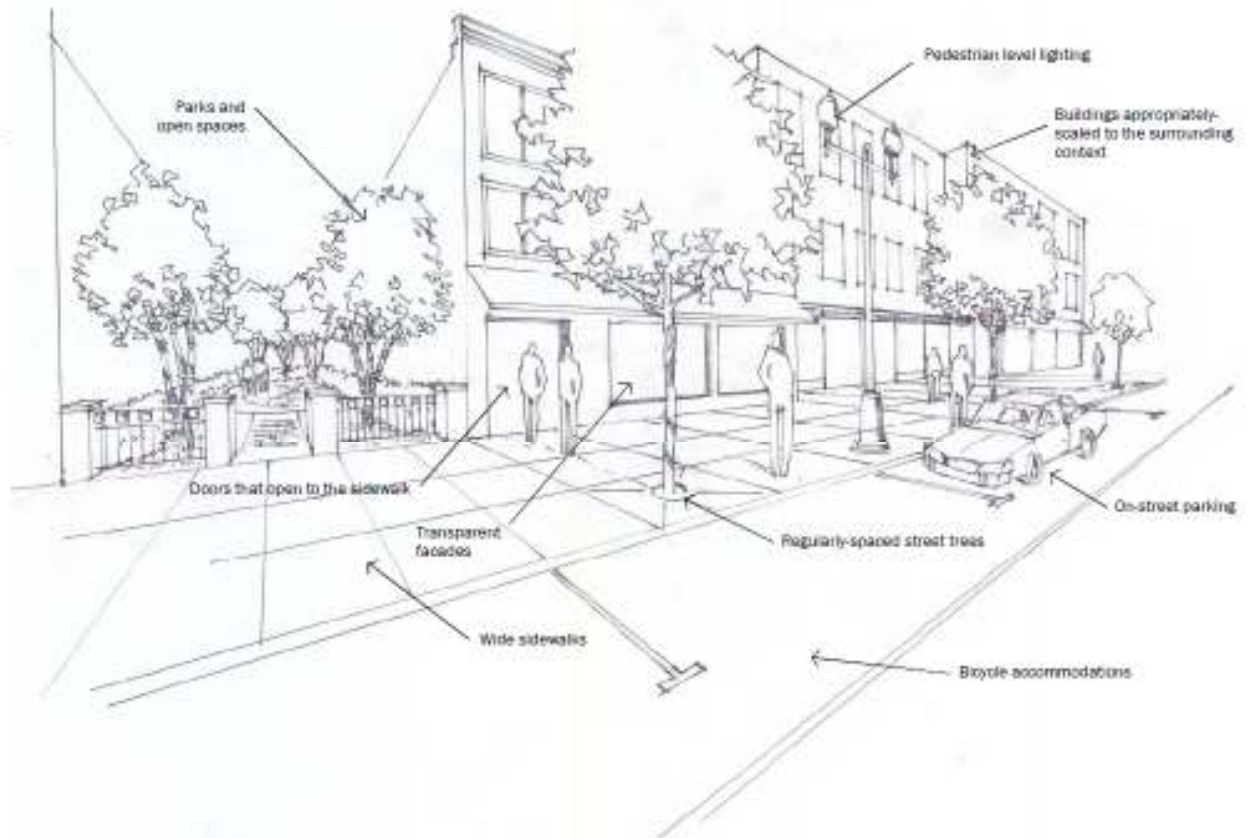


Figure 5.1: Elements of Complete Streets

Airport Viaduct Concept

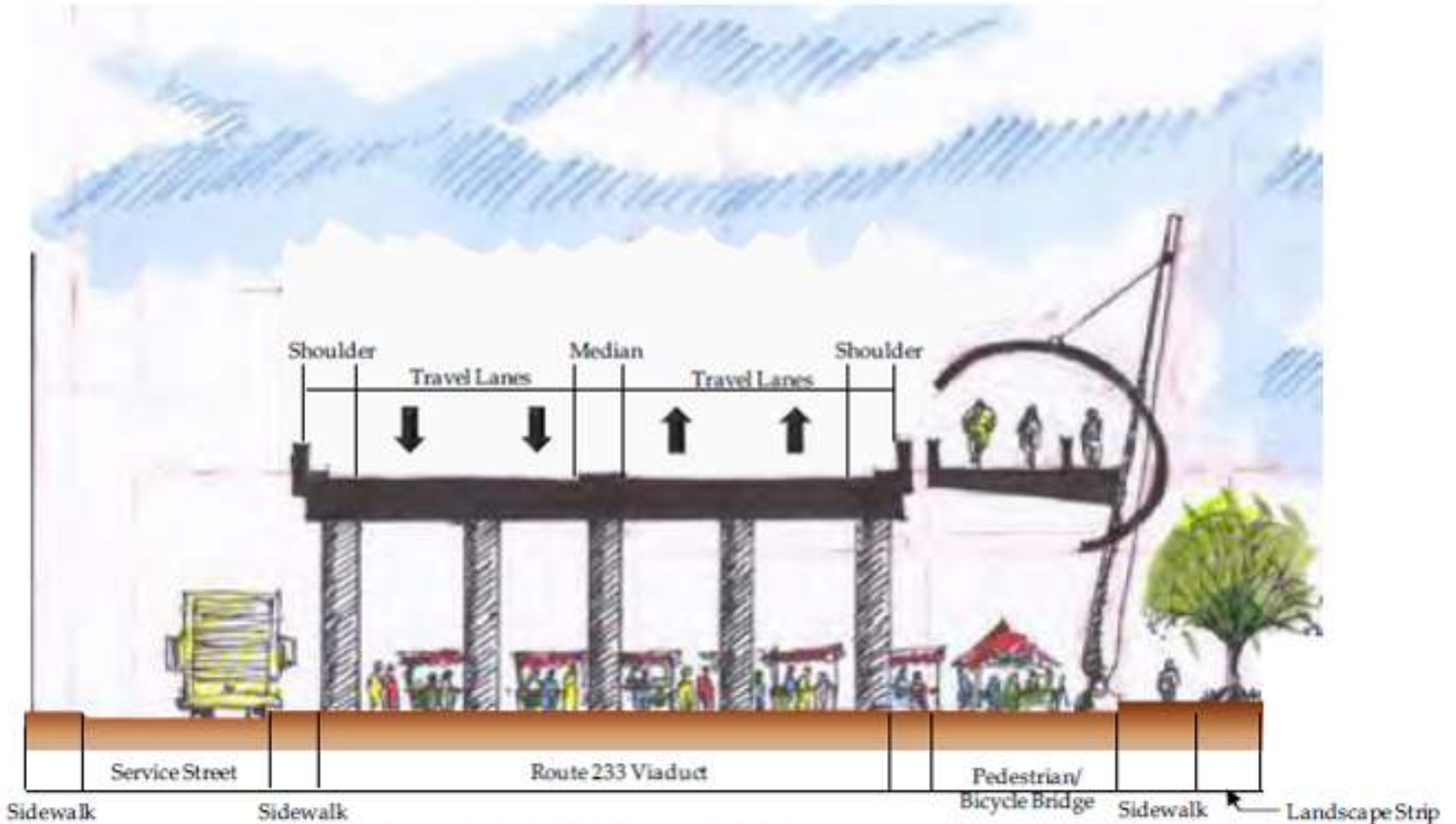


Figure 5.13: Illustrative Route 233 Cross-section with pedestrian and bicycle accommodation

Crystal Drive

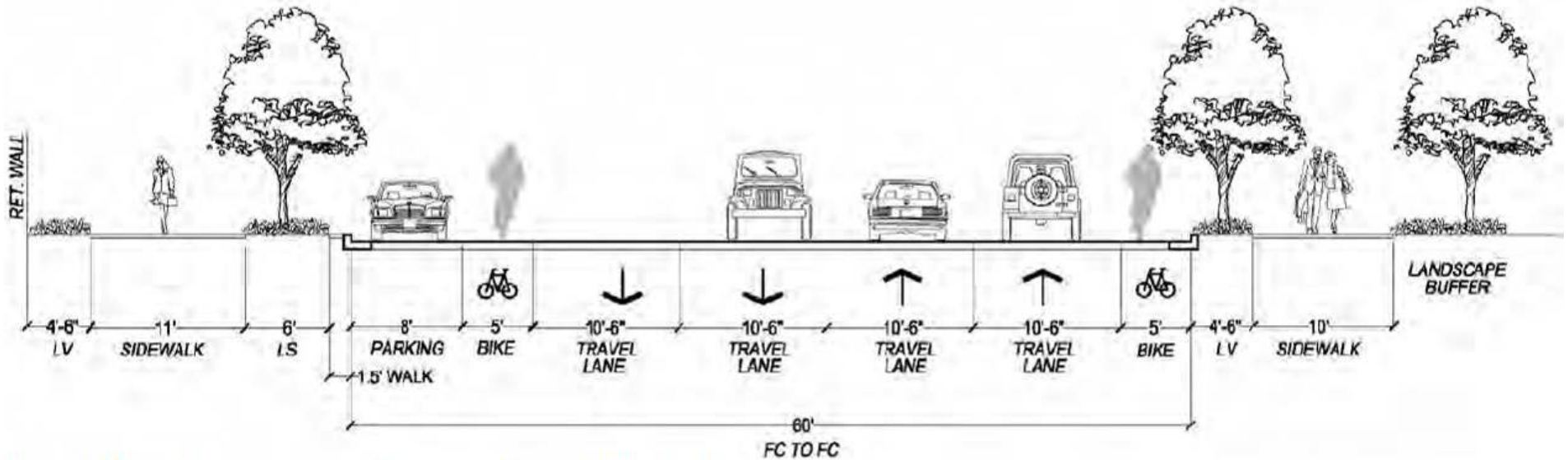


Figure 5.14: Existing cross-section looking north near 20th Street S.

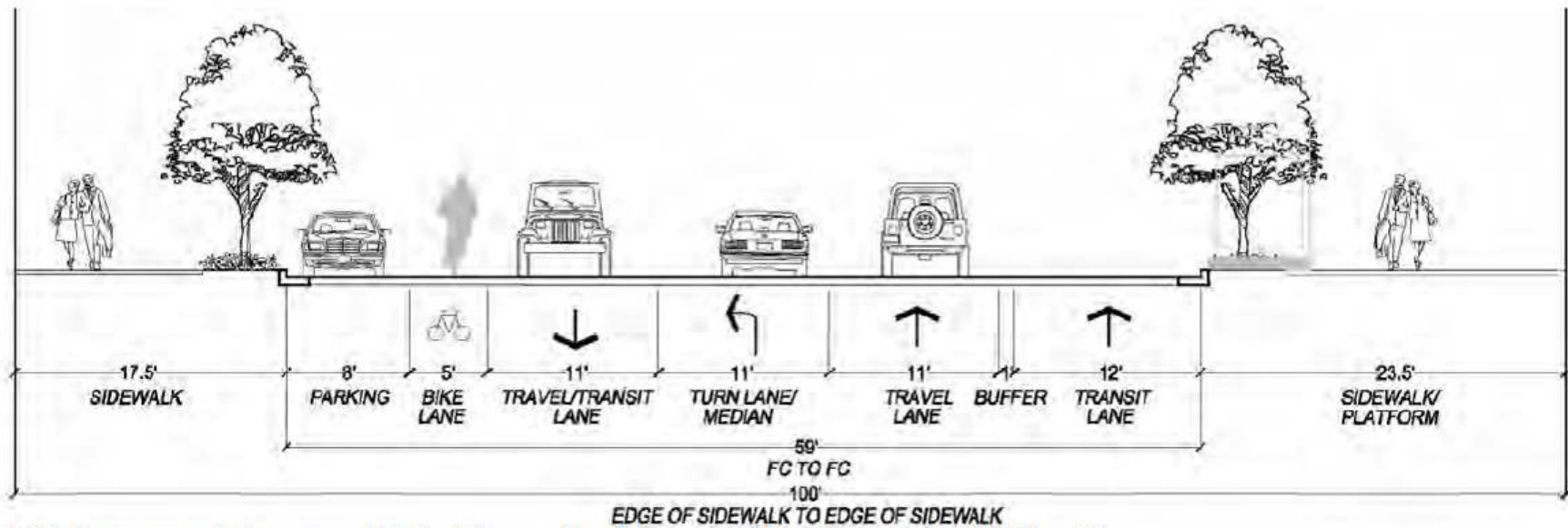


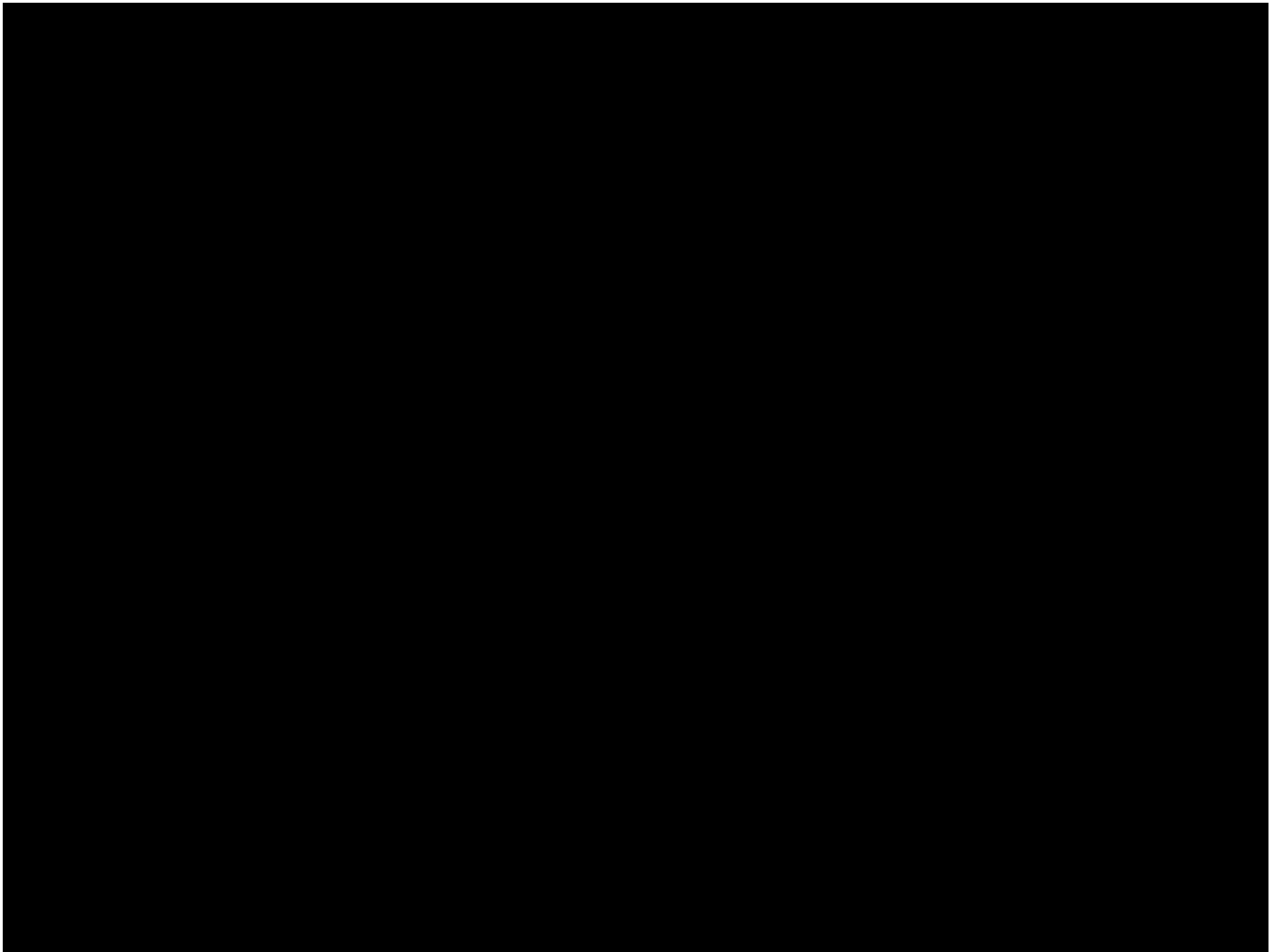
Figure 5.15: Recommended cross-section looking north with one-way transit north of 23rd Street S.

1. Add pedestrian/bicycle link to federal parkland in vicinity of Roaches Run:
 - George Washington Memorial Parkway and Arlington County are undertaking an Environmental Assessment to evaluate enhancements to Roaches Run Waterfowl Sanctuary, Gravelly Point, and the Mount Vernon Trail, which will study potential new trail connections at this location.

2. Add Plan text to provide for additional cross streets on large blocks east of Clark/Bell where redevelopment is not currently anticipated so that adding cross streets can be discussed if these blocks redevelop:
 - This Sector Plan seeks to provide additional cross streets east of Jefferson Davis Highway whenever possible; Plan text will be revised to emphasize this point.

3. Add additional cross streets in the area between Jefferson Davis Highway and S. Eads Street, south of 23rd Street S.:
 - In the early phases of plan staff had explored additional cross streets south of 23rd Street between Eads and Jeff Davis Highway. However, this was not recommended by the Task Force or the community. The Plan now includes a series of pocket parks with pedestrian and bike access at these locations.

4. Ensure sufficient space and access to Crystal Drive in the general vicinity of VRE station:
 - Staff has recommended a study to determine the needs of additional rail service within Crystal City (included in FY 2011-16 CIP).



Proposed Features

- Realigned 15th St.
- Realigned Clark/Bell St.
- Gateway Park, Gateway Plaza, 15th Street Park
- JDH/15th Street Interchange Improvements
- Two-way Crystal Dr. and Clark/Bell



Existing Conditions - Figure 3.3.1



Proposed Plan - Figure 3.3.2

Proposed Features

- Center Park
- Metro Market Plaza
- Removal of Elevated Clark/Bell
- Water Park improvements



Aerial View view of Center Park and 18th Street Market Square



Existing Conditions - Figure 3.3.5



Proposed Plan - Figure 3.3.6

Proposed Features

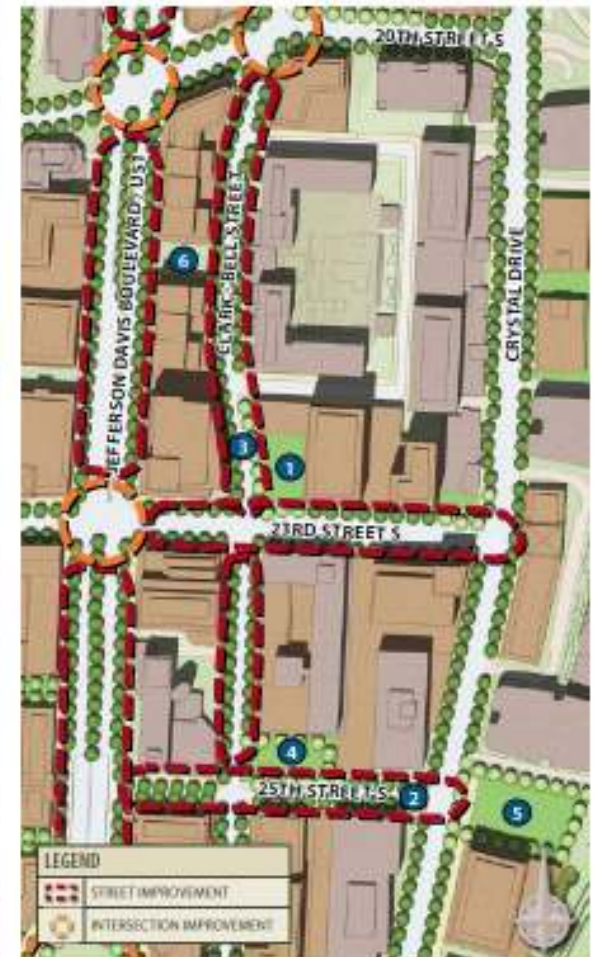
- Realigned Clark/Bell St.
- Reconfigured 23rd St.
- Two-way Clark/Bell and Crystal Dr.
- New 25th St.
- Market plazas and Crystal Park



View of 23rd Street Plaza from Clark/Bell



Existing Conditions - Figure 3.3.9



Proposed Plan - Figure 3.3.10

Clark/Bell Street

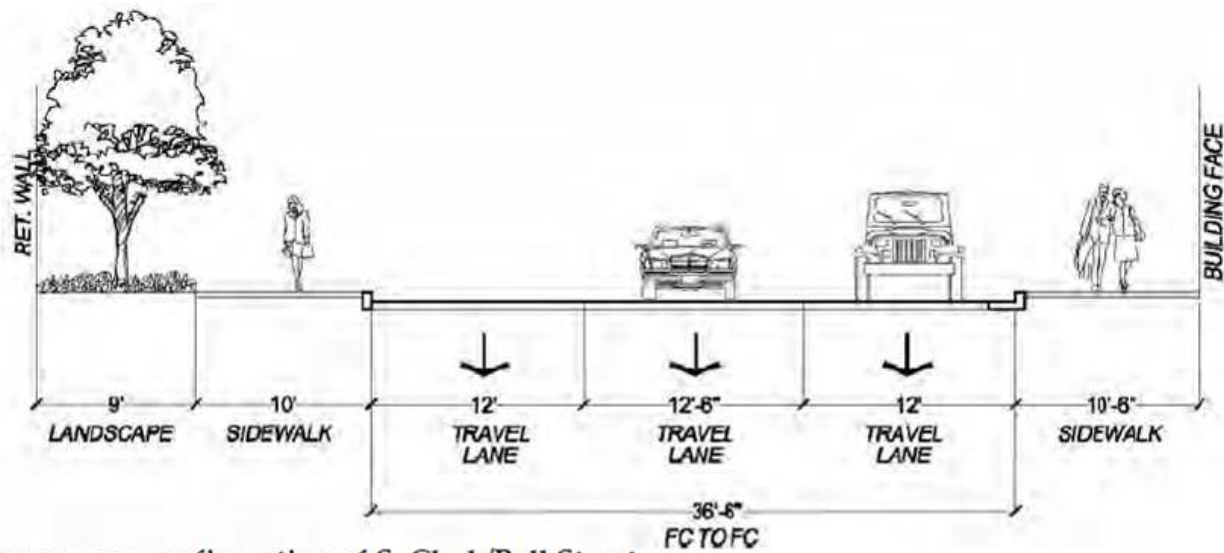


Figure 5.17: Existing one-way configuration of S. Clark/Bell Street

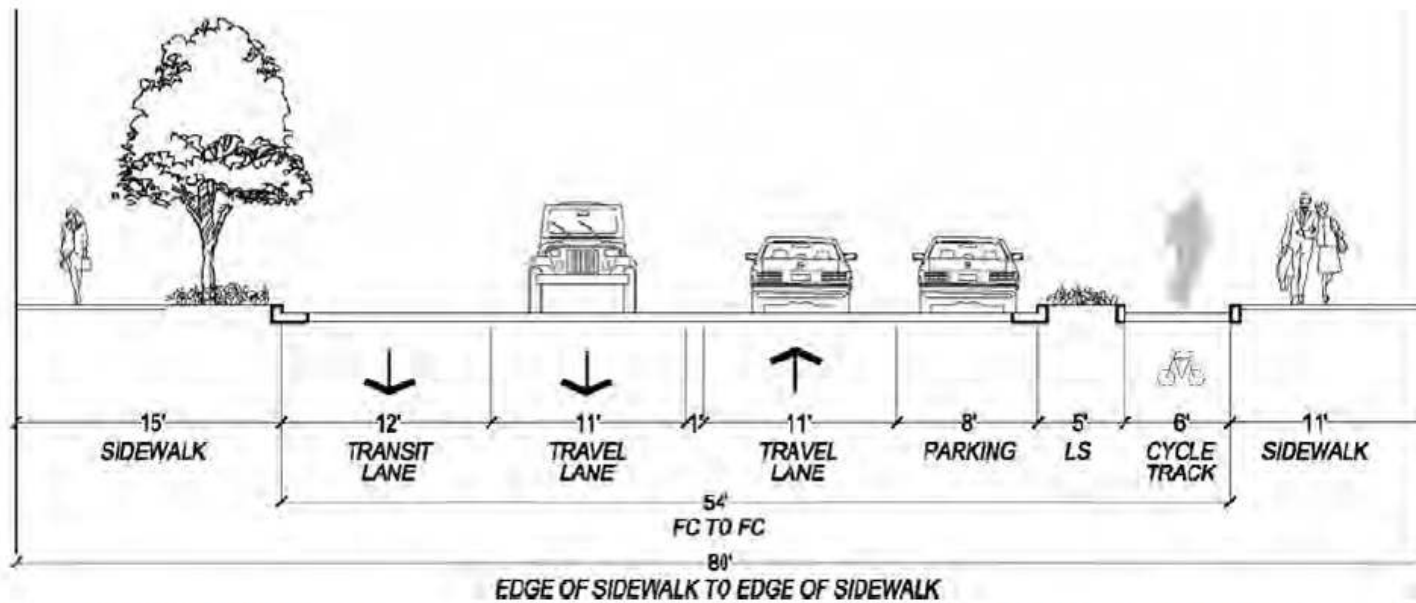


Figure 5.18: Recommended mid-block cross-section with one-way transit looking north between 12th Street S. and 26th Street S.

Eads Street

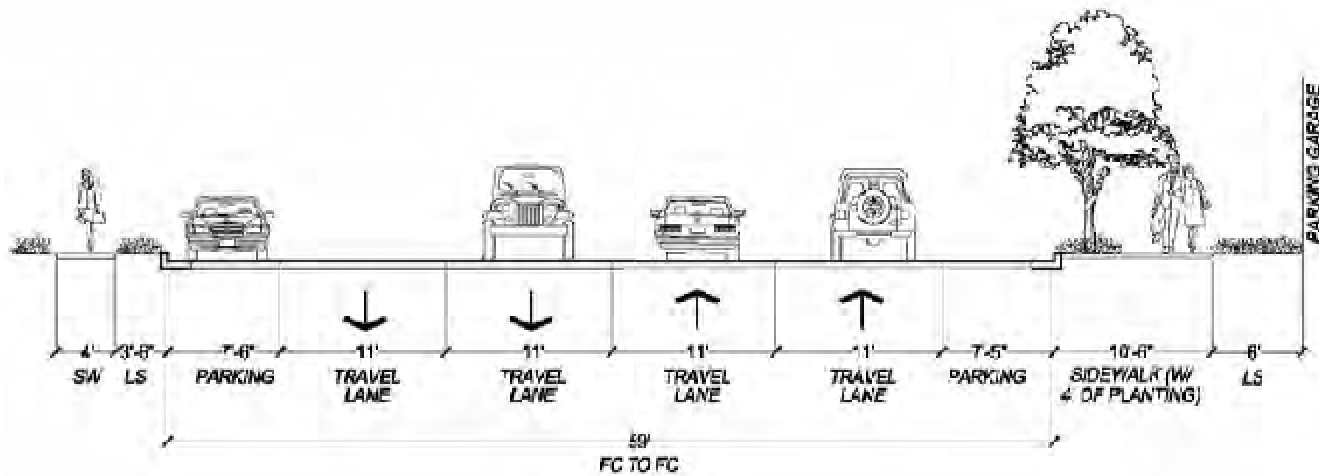


Figure 5.20: Existing cross-section of S. Eads Street between 20th Street S. and 23rd Street S.

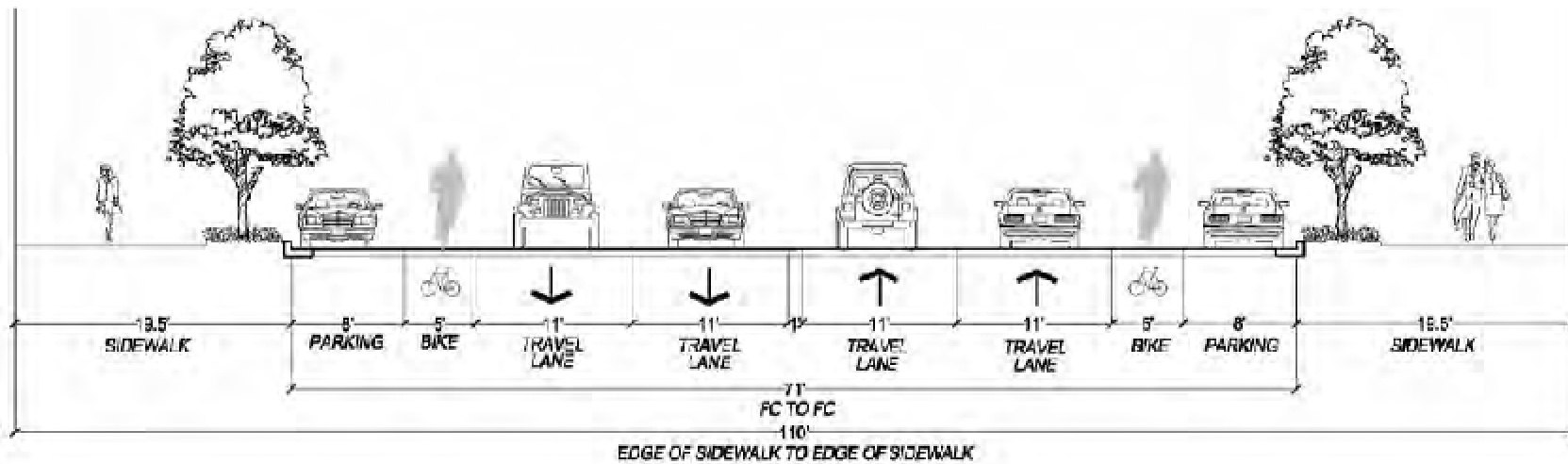


Figure 5.21: Recommended mid-block cross-section for S. Eads Street north of 23rd Street S.

12th Street

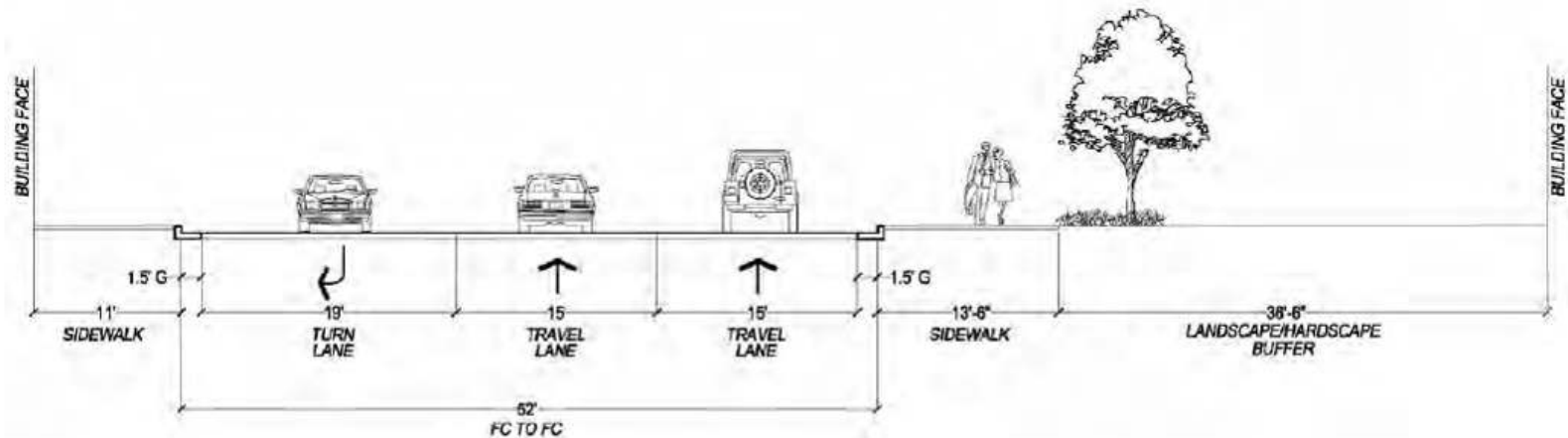


Figure 5.22: Existing cross-section of 12th Street S. looking west between Crystal Drive and S. Clark/Bell Street

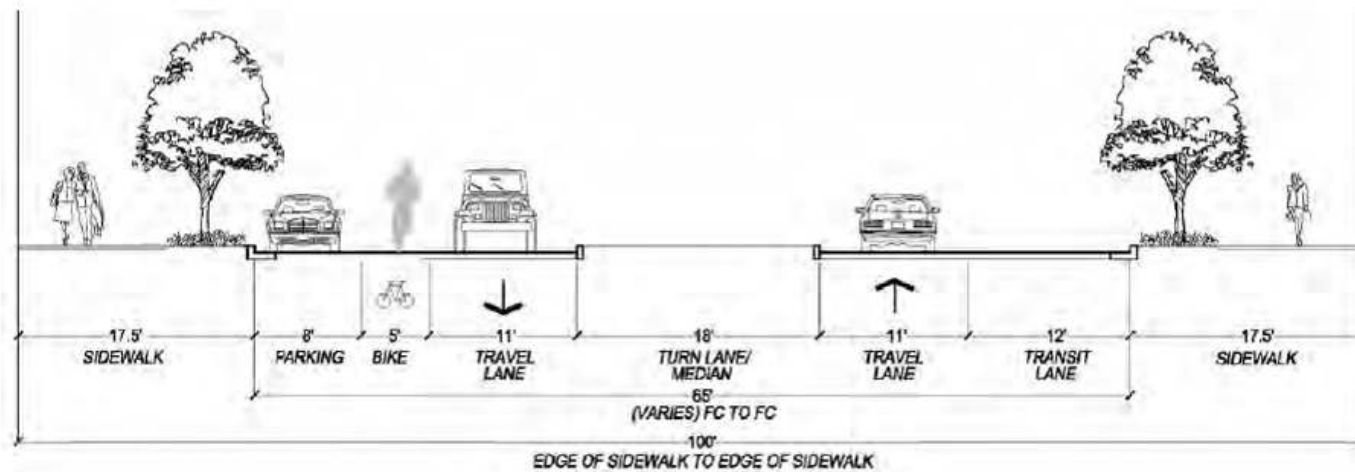


Figure 5.23: Recommended cross-section for 12th Street S. looking west between Crystal Drive and S. Clark/Bell Street

15th Street

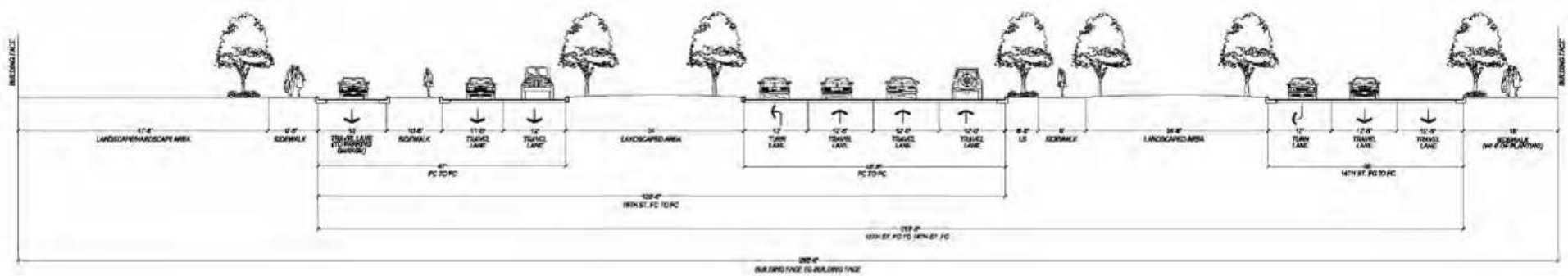


Figure 5.24: Existing cross-section looking west of 15th Street S. and 14th Street S. to the west of Jefferson Davis Highway

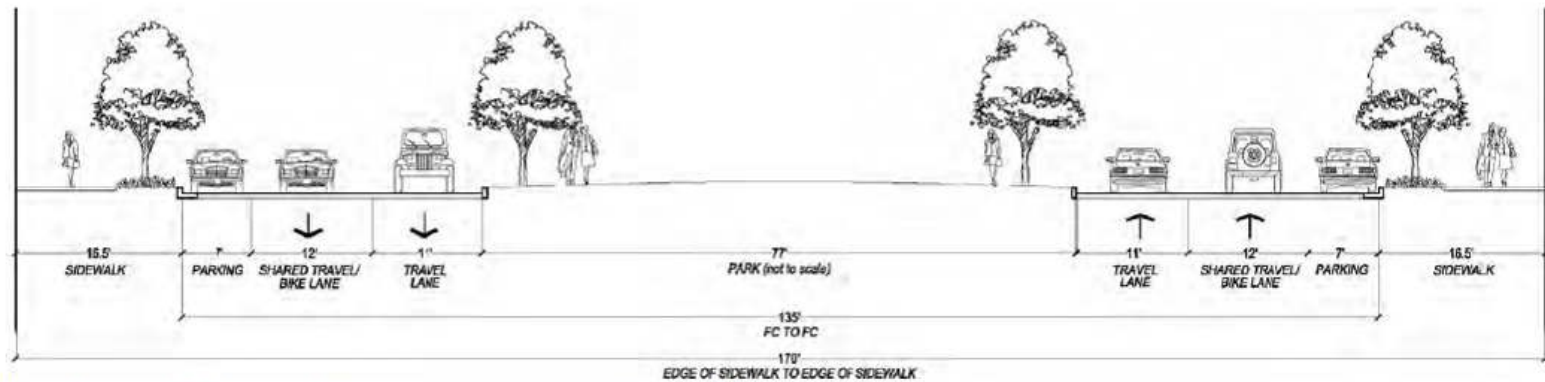


Figure 5.25: Recommended mid-block cross-section of 15th Street S. looking west between Crystal Drive and S. Clark/Bell Street

Note: 14th Street S. is not shown in this cross-section since it is recommended to be removed

18th Street

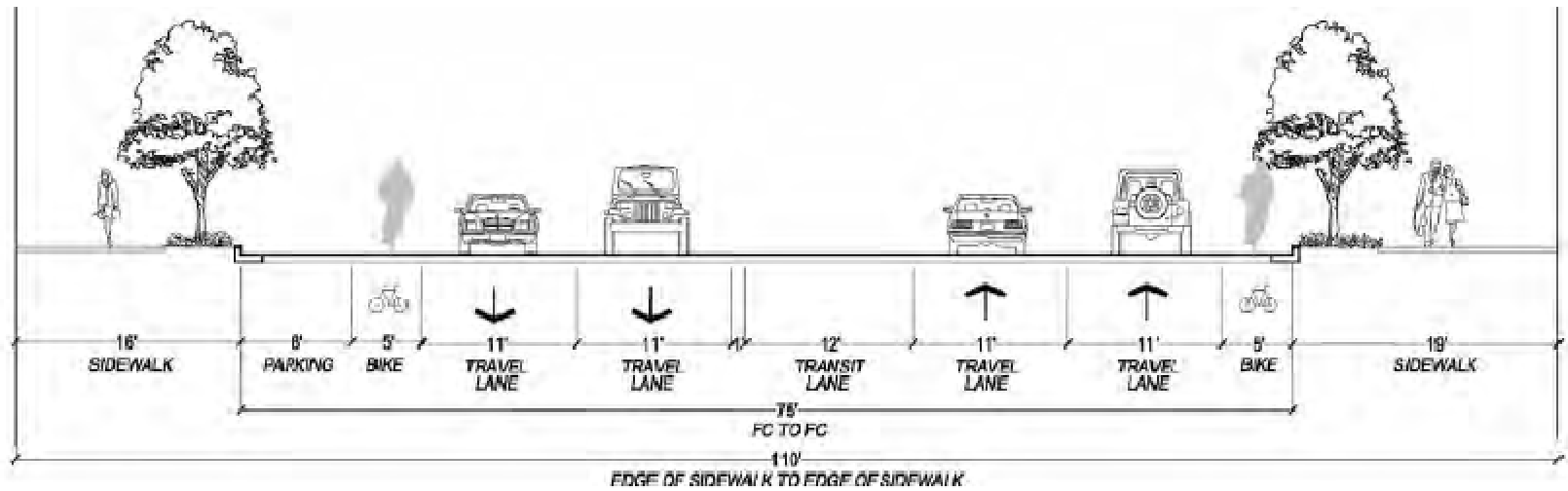


Figure 5.26: Recommended mid-block cross-section of 18th Street S. looking west between Crystal Drive and S. Clark/Bell Street