



Crystal City Sector Plan



County Board Meeting
September 28, 2010

Subjects of Staff Reports

A. Crystal City Sector Plan ([adopt](#))

- Long range planning document to guide future development in Crystal City



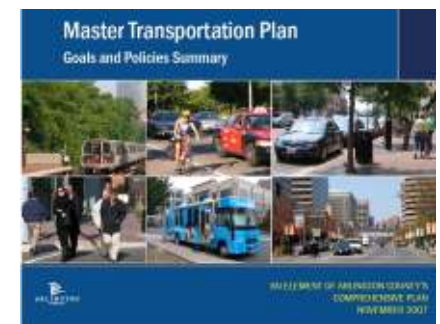
B. General Land Use Plan amendments ([adopt](#))

- Creation of special redevelopment district for Crystal City
- Revisions to land use designations
- Identification of proposed public open space locations
- Revisions to Crystal City Metro Station area boundary
- Revisions to text for General Land Use Plan map and booklet



C. Master Transportation Plan amendments ([adopt](#))

- Revisions to Street Network and Typology map
- Revisions to Bike and Trail Network map
- Revisions to Transit Network map



D. Tax Increment Financing Area and Fund ([advertise](#))

- Hearings in October to establish tax increment financing area/fund
- Provide funding for infrastructure to support Crystal City Sector Plan and plans for Pentagon City and Potomac Yard

Community Process

- 90 Public Meetings, to date
- Crystal City Task Force: 35 meetings
 - provided initial feedback to staff and Torti Gallas planning team in development of Vision, Goals and Objectives, and Policy Directives
- Long Range Planning Committee: 12 meetings
- Advisory Commissions/Groups:
 - Planning
 - Park and Recreation
 - Economic Development
 - Environment & Energy Conservation
 - Transportation
 - Housing
 - Urban Forestry
- Briefings with interested civic association and resident groups
- 2 Community Forums and 4 Open Houses



The Community Charrette



Transportation Walking Tour



Community Forums

Vision, Goals and Objectives

Crystal City: A complete, urban community

- 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 - Austin, TX



Sustainable Roof Garden - Chicago, IL

Illustrative Concept Plan (Adopted by County Board, Dec. 2008)



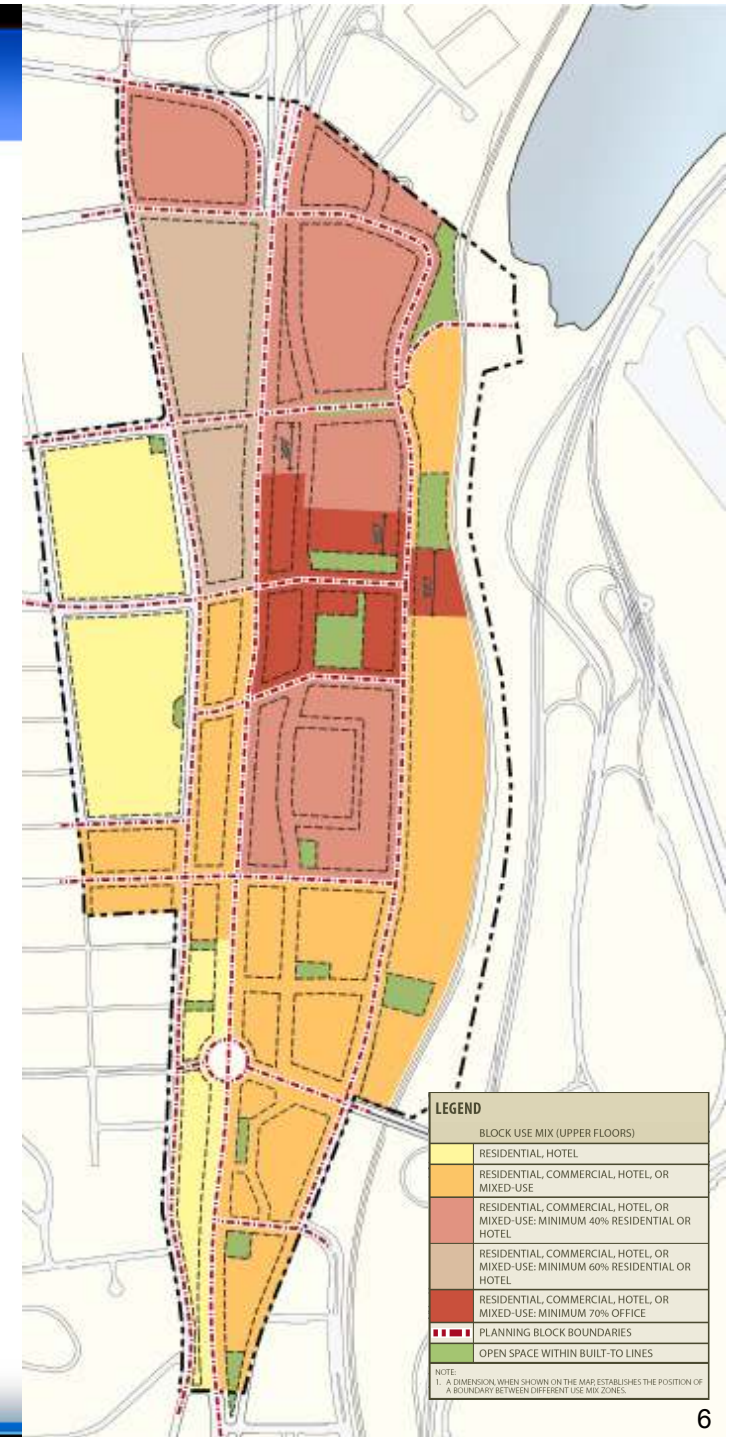
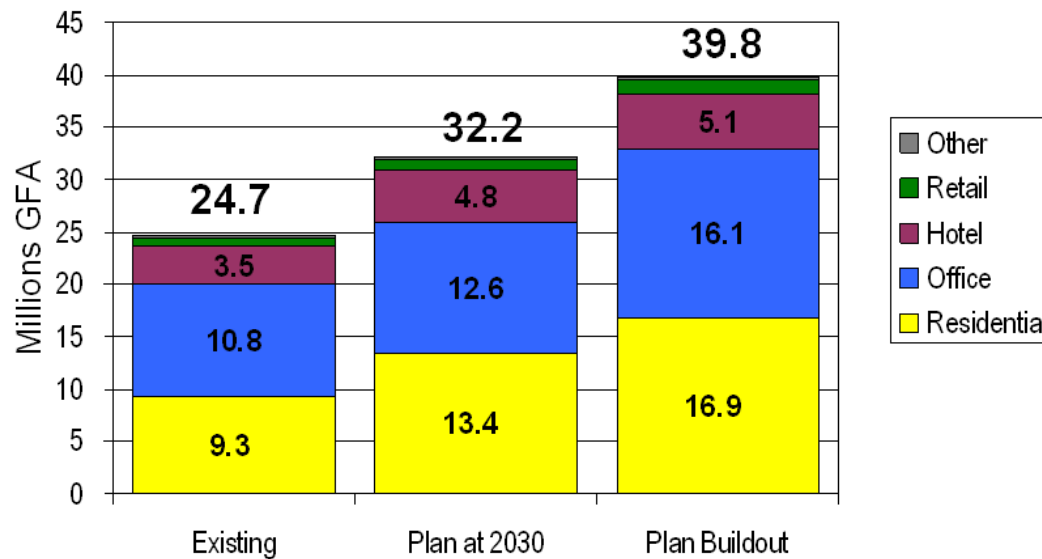
Land Use Mix

GOAL: Provide a mix of uses

Achieve a better balance of office and residential uses, and daytime and evening populations

Create a thriving “Class A” office environment

Provide a mix of housing options



Street Network Improvements

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

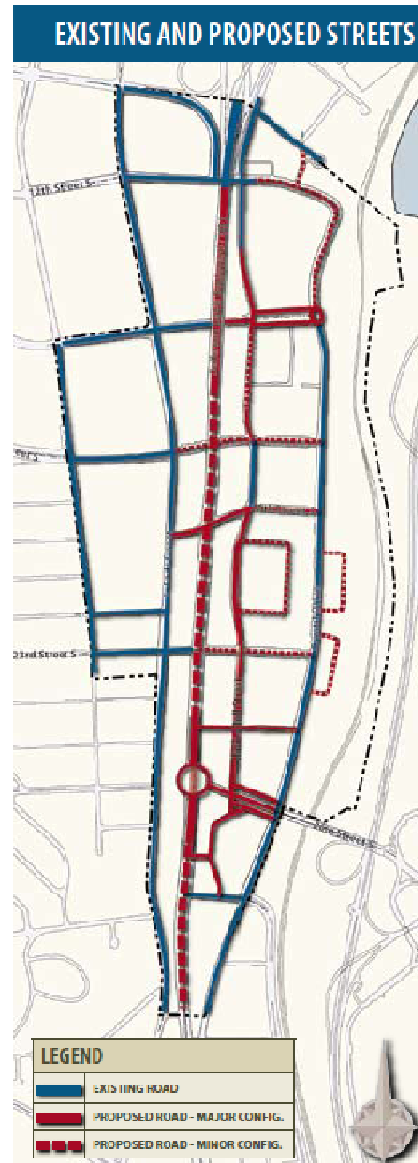


Figure 3.6.1



Figure 3.6.2



Figure 3.6.3

Public Open Space

EXISTING- Perceived Public Open Space



PLAN PROPOSED - Public Open Space,
w/ public access easement or fee ownership



The amount of high-quality, accessible public open space in Crystal City should be increased, with particular emphasis on improving usability and program

- Increase from 10.6 to acres 11.8 acres
- Transition from private ownership to greater public control
- More even distribution across neighborhood
- Enhanced sidewalks to link spaces together into an overall system
- Every building within a 3 minute walk to nearest public open space
- 11.8 acres/26 spaces is the minimum, continually explore additional opportunities for more open space

Public Open Space

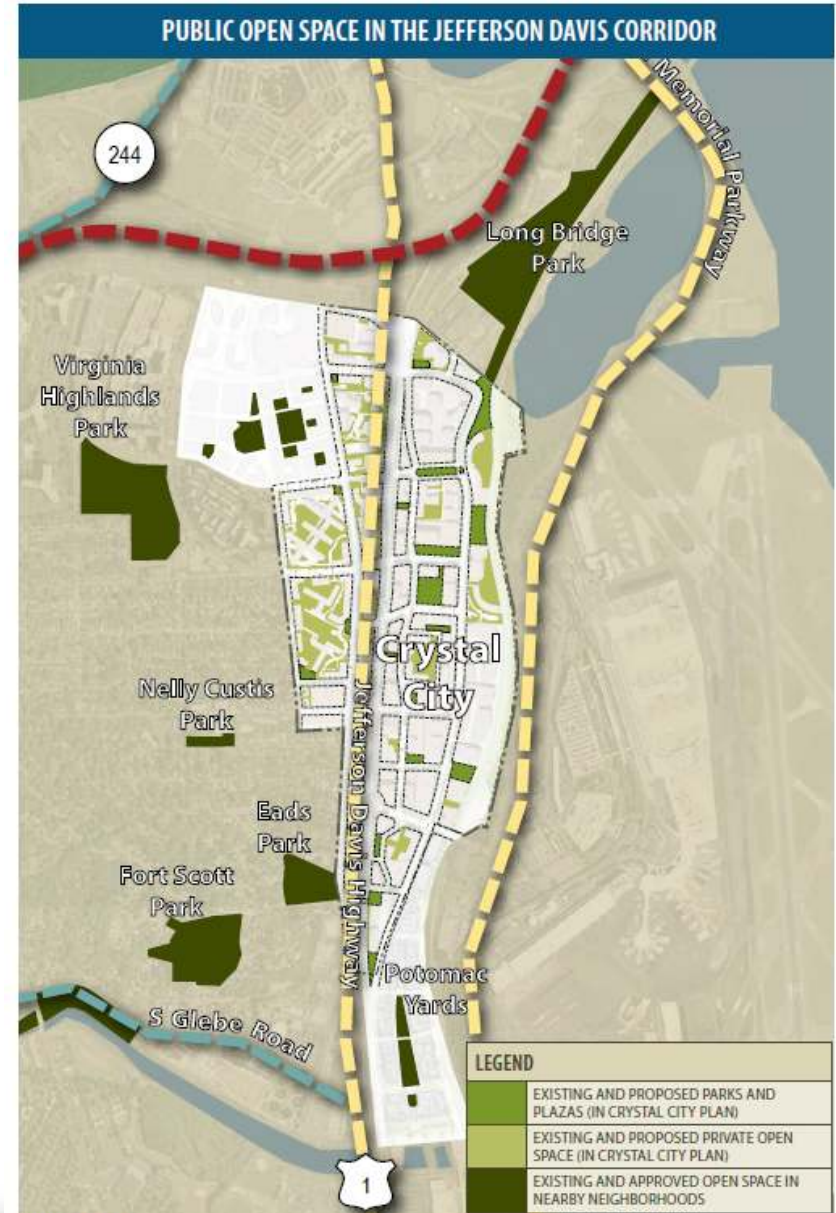
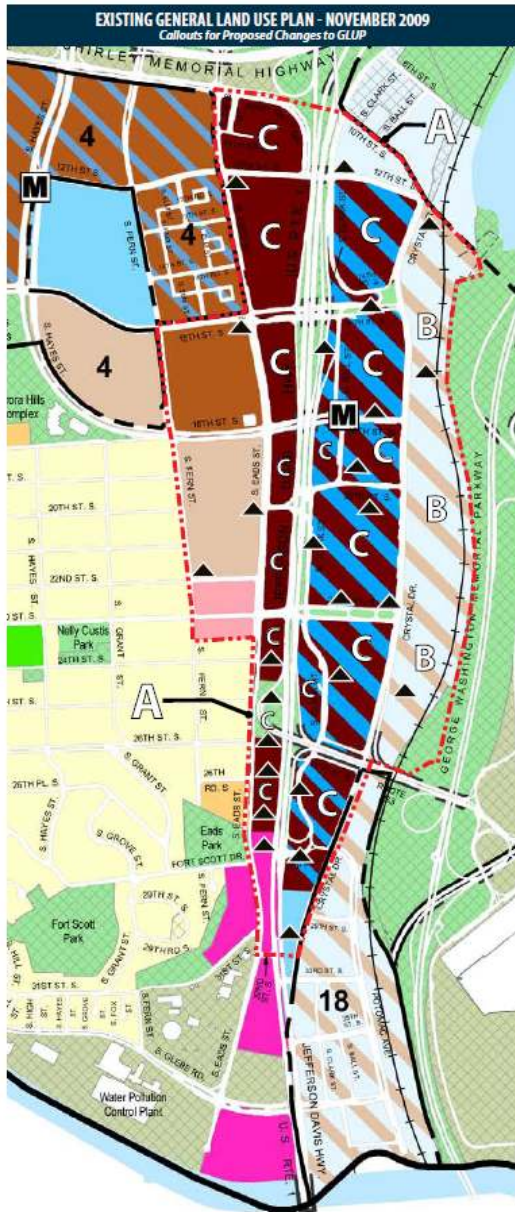


Figure 3.7.1

General Land Use Plan amendments

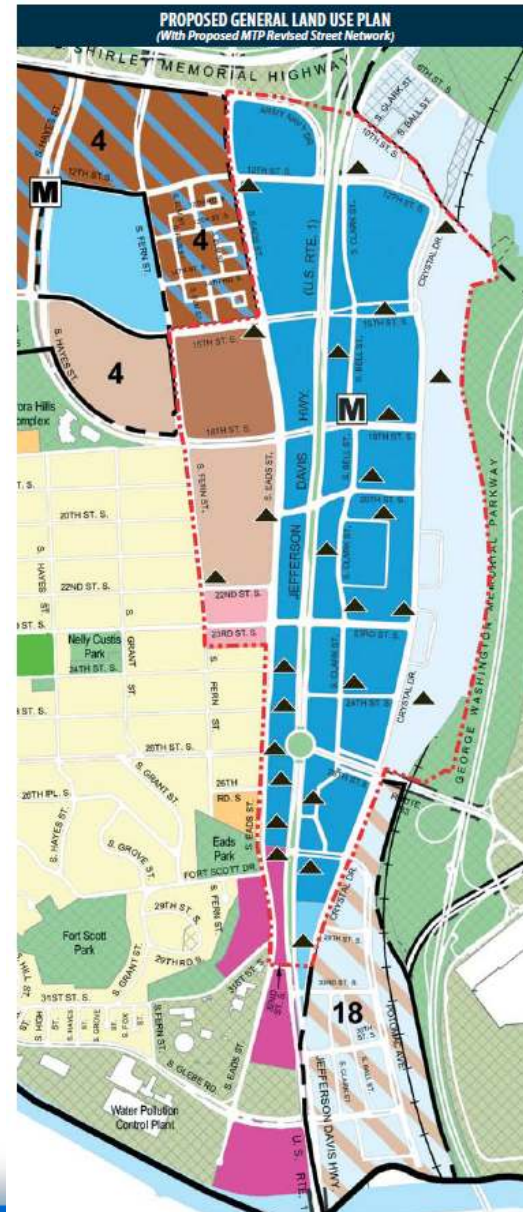


LEGEND	
PROPOSED CHANGES	
A	DESIGNATED CRYSTAL CITY COORDINATED REDEVELOPMENT DISTRICT ¹
B	CHANGE TO LOW O-A-H
C	CHANGE TO HIGH O-A-H
▲	OPEN SPACE ²

NOTE:
1. THE AREA IS DESIGNATED AS THE CRYSTAL CITY COORDINATED REDEVELOPMENT DISTRICT (CDD). FOR MORE DETAILED RECOMMENDATIONS ON LAND USE, BUILDING HEIGHTS AND FORM, TRANSPORTATION, OPEN SPACE, AND OTHER RECOMMENDATIONS, IN THIS CDD, PLEASE REFER TO CHAPTER 3, CRYSTAL CITY SECTOR PLAN.

Land Use Category**	Range of Density/Typical Use
Residential	
Low	1-10 units per acre
Low-Medium	11-20 units per acre
Medium	21-30 units per acre
High-Medium	31-45 units per acre (includes Rowland)
High	46-60 units per acre (includes Rowland)
Commercial and Industrial	
Service Commercial	Professional and business services, financial services, and other services that require a high level of customer service.
Service Industry	Wholesale, retail, and high-rental services, including manufacturing and distribution.
Public and Semi-Public	
Park	Parks, recreation, and outdoor sports facilities, including playgrounds and sports fields.
Community and Community Facilities	Community centers, libraries, and other facilities that serve the community.
Office-Apartment-Hotel	
Low	100-150 S.F./A.C. 100-150 S.F./A.C. 100-150 S.F./A.C.
Medium	150-200 S.F./A.C. 150-200 S.F./A.C. 150-200 S.F./A.C.
High	200-300 S.F./A.C. 200-300 S.F./A.C. 200-300 S.F./A.C.

FOR COMPLETE LEGEND, SEE ARLINGTON GUP MAP AT WWW.ARLINGTON.GOV/GENERAL-LAND-USE-PLAN/ARLINGTON-GENERAL-LAND-USE-PLAN



LEGEND	
PROPOSED CHANGES	
---	DESIGNATED CRYSTAL CITY COORDINATED REDEVELOPMENT DISTRICT ¹
▲	OPEN SPACE

NOTE:
1. THE AREA IS DESIGNATED AS THE CRYSTAL CITY COORDINATED REDEVELOPMENT DISTRICT (CDD). FOR MORE DETAILED RECOMMENDATIONS ON LAND USE, BUILDING HEIGHTS AND FORM, TRANSPORTATION, OPEN SPACE, AND OTHER RECOMMENDATIONS, IN THIS CDD, PLEASE REFER TO CHAPTER 3, CRYSTAL CITY SECTOR PLAN.

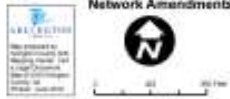
Land Use Category**	Range of Density/Typical Use
Residential	
Low	1-10 units per acre
Low-Medium	11-20 units per acre
Medium	21-30 units per acre
High-Medium	31-45 units per acre (includes Rowland)
High	46-60 units per acre (includes Rowland)
Commercial and Industrial	
Service Commercial	Professional and business services, financial services, and other services that require a high level of customer service.
Service Industry	Wholesale, retail, and high-rental services, including manufacturing and distribution.
Public and Semi-Public	
Park	Parks, recreation, and outdoor sports facilities, including playgrounds and sports fields.
Community and Community Facilities	Community centers, libraries, and other facilities that serve the community.
Office-Apartment-Hotel	
Low	100-150 S.F./A.C. 100-150 S.F./A.C. 100-150 S.F./A.C.
Medium	150-200 S.F./A.C. 150-200 S.F./A.C. 150-200 S.F./A.C.
High	200-300 S.F./A.C. 200-300 S.F./A.C. 200-300 S.F./A.C.



Master Transportation Plan amendments

Street Network

Amendments to Master Transportation Plan: Street Typology Map, Network Amendments



Legend

- Street Typologies**
 - Regional Connector
 - Urban Center Mixed Use
 - Urban Center Road
 - Commercial Priority
 - Residential - Medium Density
 - Residential - Low Density
 - Public Transportation Facilities**
 - Virginia Railway Express Station
 - Blue-Yellow Line
 - Rail Road
 - Transit Facilities**
 - WMATA Bus Garage—Existing
 - Crystal City Potomac Yard Transitway—Planned
 - Pentagon City Metro Station Access Improvements and South Entrance—Planned
 - MTT Bus Garage—Planned
 - Crystal City Metro Rail Station Improvements and East Entrance—Planned
 - New Transit Ways**
 - Crystal City Potomac Yard Transitway
 - Columbia Pike Streetcar Line
 - New Street Areas**
 - Pentagon City/Metropolitan Park Area
 - Crystal City Redevelopment
 - Other Map Elements**
 - Public Parks
 - Federal Owned Lands
 - County Line
- NOTES:**
1. Oak Hill segment of I-268 St. between 120th St. S. and 120th St. S.
 2. New segment of S. Park Street from 1st St. S. to 1st St. S. between 120th St. S. and 120th St. S.
 3. Redesign of Clark Rd. St. between 140th St. S. and 140th St. S.
 4. Redesign of Clark Rd. St. between 140th St. S. and Crystal St.
 5. New segment of S. Jefferson St. between 140th St. S. and Crystal St.
 6. Redesign interchange between 140th St. S. and Jefferson St. Highway
 7. New segment of S. Clark Rd. St. between 140th St. S. and Crystal St.
 8. Redesign of Clark Rd. St. between 140th St. S. and 140th St. S.
 9. New segment of Clark Rd. St. between 140th St. S. and 140th St. S.
 10. New segment of Clark Rd. St. between 140th St. S. and 140th St. S.
 11. New segment of Clark Rd. St. between 140th St. S. and 140th St. S.
 12. New segment of Clark Rd. St. between 140th St. S. and 140th St. S.
 13. New segment of Clark Rd. St. between 140th St. S. and 140th St. S.
 14. New segment of Clark Rd. St. between 140th St. S. and 140th St. S.
 15. New segment of Clark Rd. St. between 140th St. S. and 140th St. S.



Street Typology

Amendments to Master Transportation Plan: Street Typology Map, Typology Amendments



Legend

- Street Typologies**
 - Regional Connector
 - Urban Center Mixed Use
 - Urban Center Road
 - Commercial Priority
 - Residential - Medium Density
 - Residential - Low Density
 - Public Transportation Facilities**
 - Virginia Railway Express Station
 - Blue-Yellow Line
 - Rail Road
 - Transit Facilities**
 - WMATA Bus Garage—Existing
 - Crystal City Potomac Yard Transitway—Planned
 - Pentagon City Metro Station Access Improvements and South Entrance
 - MTT Bus Garage—Planned
 - Crystal City Metro Rail Station Improvements and East Entrance
 - New Transit Ways**
 - Crystal City Potomac Yard Transitway
 - Columbia Pike Streetcar Line
 - New Street Areas**
 - Pentagon City/Metropolitan Park Area
 - Crystal City Redevelopment
 - Other Map Elements**
 - Public Parks
 - Federal Owned Lands
 - County Line
- NOTES:**
1. Oak Hill segment of I-268 St. between 120th St. S. and 120th St. S.
 2. New segment of S. Park Street from 1st St. S. to 1st St. S. between 120th St. S. and 120th St. S.
 3. Redesign of Clark Rd. St. between 140th St. S. and 140th St. S.
 4. Redesign of Clark Rd. St. between 140th St. S. and Crystal St.
 5. New segment of S. Jefferson St. between 140th St. S. and Crystal St.
 6. Redesign interchange between 140th St. S. and Jefferson St. Highway
 7. New segment of S. Clark Rd. St. between 140th St. S. and Crystal St.
 8. Redesign of Clark Rd. St. between 140th St. S. and 140th St. S.
 9. New segment of Clark Rd. St. between 140th St. S. and 140th St. S.
 10. New segment of Clark Rd. St. between 140th St. S. and 140th St. S.
 11. New segment of Clark Rd. St. between 140th St. S. and 140th St. S.
 12. New segment of Clark Rd. St. between 140th St. S. and 140th St. S.
 13. New segment of Clark Rd. St. between 140th St. S. and 140th St. S.
 14. New segment of Clark Rd. St. between 140th St. S. and 140th St. S.
 15. New segment of Clark Rd. St. between 140th St. S. and 140th St. S.



Master Transportation Plan amendments



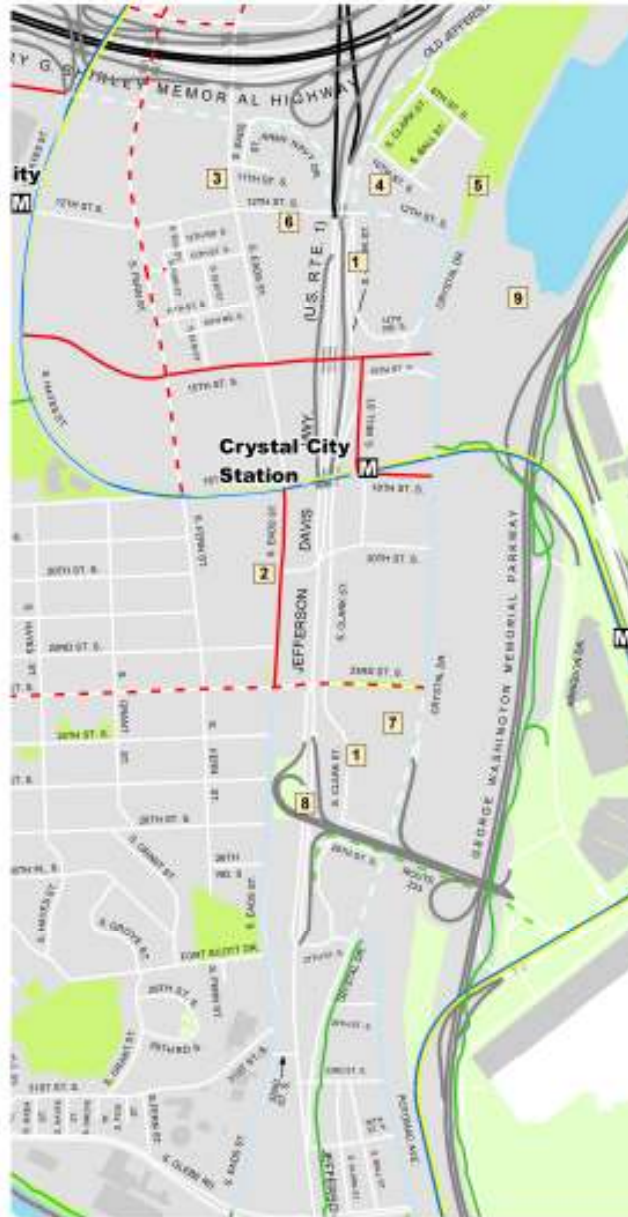
Amendments to Master Transportation Plan: Bike and Trail Network



Legend

- On-Street Bike Lanes**
 - Bike Lane
 - Planned Bike Lane
- On-Street Bike Facilities**
 - Banking Bikeway
 - Planned Bikeway
- Off-Street Trail Network**
 - On-Street Trail
 - Planned On-Street Trail
- Public Transportation Facilities**
 - Metrolink Blue-White Line
- Other Map Elements**
 - High Occupancy Incentive Corridor
 - Freeway and Parkway
 - County Line
 - Public Parks
 - Federal Owned Lands

- NOTES:**
1. Clarendon St. between 27th St. S. and 28th St. S. jointly with "Planned Bike Lane"
 2. E. Dale St. between 27th St. S. and 28th St. S. jointly with "Planned Bike Lane"
 3. E. Dale St. between 28th St. S. and 29th St. S. jointly with "Planned Bike Lane"
 4. 28th St. S. and 29th St. S. from 1st St. S. to 2nd St. S. jointly with "Planned Bike Lane"
 5. 28th St. S. and 29th St. S. from 3rd St. S. to 4th St. S. jointly with "Planned Bike Lane"
 6. 28th St. S. and 29th St. S. from 5th St. S. to 6th St. S. jointly with "Planned Bike Lane"
 7. 28th St. S. and 29th St. S. from 7th St. S. to 8th St. S. jointly with "Planned Bike Lane"
 8. 28th St. S. and 29th St. S. from 9th St. S. to 10th St. S. jointly with "Planned Bike Lane"
 9. 28th St. S. and 29th St. S. from 11th St. S. to 12th St. S. jointly with "Planned Bike Lane"
 10. 28th St. S. and 29th St. S. from 13th St. S. to 14th St. S. jointly with "Planned Bike Lane"
 11. 28th St. S. and 29th St. S. from 15th St. S. to 16th St. S. jointly with "Planned Bike Lane"
 12. 28th St. S. and 29th St. S. from 17th St. S. to 18th St. S. jointly with "Planned Bike Lane"
 13. 28th St. S. and 29th St. S. from 19th St. S. to 20th St. S. jointly with "Planned Bike Lane"
 14. 28th St. S. and 29th St. S. from 21st St. S. to 22nd St. S. jointly with "Planned Bike Lane"
 15. 28th St. S. and 29th St. S. from 23rd St. S. to 24th St. S. jointly with "Planned Bike Lane"
 16. 28th St. S. and 29th St. S. from 25th St. S. to 26th St. S. jointly with "Planned Bike Lane"
 17. 28th St. S. and 29th St. S. from 27th St. S. to 28th St. S. jointly with "Planned Bike Lane"
 18. 28th St. S. and 29th St. S. from 29th St. S. to 30th St. S. jointly with "Planned Bike Lane"
 19. 28th St. S. and 29th St. S. from 31st St. S. to 32nd St. S. jointly with "Planned Bike Lane"
 20. 28th St. S. and 29th St. S. from 33rd St. S. to 34th St. S. jointly with "Planned Bike Lane"
 21. 28th St. S. and 29th St. S. from 35th St. S. to 36th St. S. jointly with "Planned Bike Lane"
 22. 28th St. S. and 29th St. S. from 37th St. S. to 38th St. S. jointly with "Planned Bike Lane"
 23. 28th St. S. and 29th St. S. from 39th St. S. to 40th St. S. jointly with "Planned Bike Lane"
 24. 28th St. S. and 29th St. S. from 41st St. S. to 42nd St. S. jointly with "Planned Bike Lane"
 25. 28th St. S. and 29th St. S. from 43rd St. S. to 44th St. S. jointly with "Planned Bike Lane"
 26. 28th St. S. and 29th St. S. from 45th St. S. to 46th St. S. jointly with "Planned Bike Lane"
 27. 28th St. S. and 29th St. S. from 47th St. S. to 48th St. S. jointly with "Planned Bike Lane"
 28. 28th St. S. and 29th St. S. from 49th St. S. to 50th St. S. jointly with "Planned Bike Lane"
 29. 28th St. S. and 29th St. S. from 51st St. S. to 52nd St. S. jointly with "Planned Bike Lane"
 30. 28th St. S. and 29th St. S. from 53rd St. S. to 54th St. S. jointly with "Planned Bike Lane"
 31. 28th St. S. and 29th St. S. from 55th St. S. to 56th St. S. jointly with "Planned Bike Lane"
 32. 28th St. S. and 29th St. S. from 57th St. S. to 58th St. S. jointly with "Planned Bike Lane"
 33. 28th St. S. and 29th St. S. from 59th St. S. to 60th St. S. jointly with "Planned Bike Lane"
 34. 28th St. S. and 29th St. S. from 61st St. S. to 62nd St. S. jointly with "Planned Bike Lane"
 35. 28th St. S. and 29th St. S. from 63rd St. S. to 64th St. S. jointly with "Planned Bike Lane"
 36. 28th St. S. and 29th St. S. from 65th St. S. to 66th St. S. jointly with "Planned Bike Lane"
 37. 28th St. S. and 29th St. S. from 67th St. S. to 68th St. S. jointly with "Planned Bike Lane"
 38. 28th St. S. and 29th St. S. from 69th St. S. to 70th St. S. jointly with "Planned Bike Lane"
 39. 28th St. S. and 29th St. S. from 71st St. S. to 72nd St. S. jointly with "Planned Bike Lane"
 40. 28th St. S. and 29th St. S. from 73rd St. S. to 74th St. S. jointly with "Planned Bike Lane"
 41. 28th St. S. and 29th St. S. from 75th St. S. to 76th St. S. jointly with "Planned Bike Lane"
 42. 28th St. S. and 29th St. S. from 77th St. S. to 78th St. S. jointly with "Planned Bike Lane"
 43. 28th St. S. and 29th St. S. from 79th St. S. to 80th St. S. jointly with "Planned Bike Lane"
 44. 28th St. S. and 29th St. S. from 81st St. S. to 82nd St. S. jointly with "Planned Bike Lane"
 45. 28th St. S. and 29th St. S. from 83rd St. S. to 84th St. S. jointly with "Planned Bike Lane"
 46. 28th St. S. and 29th St. S. from 85th St. S. to 86th St. S. jointly with "Planned Bike Lane"
 47. 28th St. S. and 29th St. S. from 87th St. S. to 88th St. S. jointly with "Planned Bike Lane"
 48. 28th St. S. and 29th St. S. from 89th St. S. to 90th St. S. jointly with "Planned Bike Lane"
 49. 28th St. S. and 29th St. S. from 91st St. S. to 92nd St. S. jointly with "Planned Bike Lane"
 50. 28th St. S. and 29th St. S. from 93rd St. S. to 94th St. S. jointly with "Planned Bike Lane"
 51. 28th St. S. and 29th St. S. from 95th St. S. to 96th St. S. jointly with "Planned Bike Lane"
 52. 28th St. S. and 29th St. S. from 97th St. S. to 98th St. S. jointly with "Planned Bike Lane"
 53. 28th St. S. and 29th St. S. from 99th St. S. to 100th St. S. jointly with "Planned Bike Lane"



Bike and Trail

Transit

Amendments to Master Transportation Plan: Transit Network



Legend

- New Alignment to Crystal City/Platinum Yard Transit**
- Transit Corridors**
 - Columbia Pike Director Line
 - Primary Transit Network
 - Express Bus Corridor
 - Crystal City/Platinum Yard Transitway
- Public Transportation Facilities**
 - Metro Bus Facility
 - ART Bus Routes
 - Virginia Railway Express Station
 - Metro Station
 - Metro Blue-White Line
 - Rail Road
- Transit Facilities**
 - MMATA Bus Garage—Existing
 - Crystal City/Platinum Yard Transitway—Planned
 - Pentagon City Metro Station Access Improvements and South Entrance
 - ART Bus Garage—Planned
 - Crystal City Metro Rail Station Access Improvements and East Entrance
- Other Map Elements**
 - High Occupancy Incentive Corridor
 - Limited Access Routes
 - County Line
 - Public Parks
 - Federal Owned Lands



Tax Increment Financing

- Request to Advertise a public hearing to consider establishment of tax increment financing (TIF) area and fund.
- TIF mechanism would support Crystal City Sector Plan improvements and infrastructure supporting Pentagon City and Potomac Yard.
- TIF captures a portion of the net new property tax revenues created in the development area and invests those funds in improvements associated with the project.

Tax Increment Financing

- **Types of projects supported:** Streetcar; street work needed to facilitate streetcar and redevelopment; open space planning and construction.
- **Boundaries:** Crystal City, Pentagon City, Potomac Yard
- **Effective date:** Base value determined January 1, 2011, incremental revenue segregated thereafter.
- **Share of tax increment:** Initially 33 percent of incremental revenues would be directed into the fund. The percentage can be adjusted as part of annual budget process.

- Key goals of the TIF recommendation:
 - Provide sufficient funds to pay for timely construction of the infrastructure;
 - Commit to and begin streetcar system operations as soon as possible without relying on federal funds; and
 - Result in TIF funds available for other purposes.

Highlighted Latest Plan Changes (in Exhibit 1-B)

- Narrative text and new action item added to prioritize future opportunities for new streets east of JDH (3.6.2 and 4.31)
- Design guideline added/refined for maximum tower floor plate size (3.8.1)
- Text added for use mix flexibility when other plan goals are met (3.9.1)
- Identification of two areas in the Underground prioritized as retail nodes (3.9.2)
- New action item for strategy to enhance the Underground's role (4.3)
- Ongoing monitoring and evaluation of plan implementation (4.4)

Highlighted Latest Plan Changes (in Exhibit 1-B)

- Add reference to 5% increase in average daily vehicle trips (due to development in Crystal City) by 2030 as threshold for mitigating actions (4.16)
- Add new action item to continually pursue additional open space (4.18)
- Misc. text edits to Action 6, regarding affordable housing (4.20)
- Edge development plan to create guidelines for transition area (4.29)
- Working with Housing Commission to consider options for achieving affordable housing to meet Crystal City Plan goals (4.30)

Proposed C.M. Recommendations

That the County Board:

- **Adopt the Crystal City Sector Plan**
- **Adopt** Amendments to the **General Land Use Plan**,
- **Adopt** Amendments to the **Master Transportation Plan**, including the Street Typology Map, Bike and Trail Network Map, and Transit Network Map
- **Authorize Advertisement** of public hearing in October for the establishment of Tax Increment Financing Area and Fund

