

**CRYSTAL CITY PLAN  
POLICY DIRECTIVES**

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09/05/08 (REVISED DRAFT)

***Land Use (LU)***

- LU 1) Attain an ultimate build out in the Crystal City Planning Area with more residential than office Gross Floor Area (GFA) to reach an evening population at least half the daytime population and to steadily improve the resident to employment balance.
- LU 2) Establish recommended land uses for each block in the Crystal City Planning Area as shown on the [Land Use Mix Map](#). Recommend some blocks to have specific minimum percentages for certain land uses.
- LU 3) Designate specific areas in Crystal City for ground floor retail uses that are accessible from sidewalks, the interior pedestrian concourse, or both, as shown on the [Retail Frontage and Interior Pedestrian Concourse Map](#), and strategically locate interior retail to not detract from street level retail areas.
- LU 4) Engage critical county service providers, such as police, fire, and emergency response services, in planning for and implementing infrastructure necessary to accommodate demand for service provision as Crystal City grows.
- LU 5) Create tools and incentives to improve the geographic distribution and presence of desired cultural and community-oriented facilities (such as theaters, large format grocery stores, and medical facilities) in Crystal City.

***Building Form and Heights (B)***

- B 1) Establish build-to lines for the Crystal City Planning Area along the perimeter of development blocks as demarcated on the [Build to Lines Map](#).
- B 2) Establish absolute maximum building heights (in feet) for all blocks in the Crystal City Planning Area, as shown on the [Building Heights Map](#).
- B 3) Require proposed development projects in Crystal City to submit their projects for review by Federal Aviation Administration (FAA) when they file a site plan application with the county, and secure notice from FAA that the project is not a hazard to air navigation before a County Board public hearing is scheduled for formal action on the site plan application.
- B 4) Undertake future study (if and where needed) to develop alternative physical planning parameters for achieving planned densities should the

FAA determine that currently planned heights are not feasible for airport operations.

- B 5) Establish maximum building tower coverages for all blocks within the Crystal City Planning Area, as shown in the [Tower Coverage Map](#).
- B 6) Require minimum horizontal separation of 60 feet between building towers above the fifth floor to ensure light, air, relief, and respite to outdoor and indoor spaces.
- B 7) Apply bulk/plane height controls, as shown in the [Bulk Plane Map](#), near identified parks and plazas to limit the shadows cast on and ensure natural daylight to such spaces.

***Density (D)***

- D 1) Establish base densities for each block in the Crystal City Planning Area, as shown on the [Base Density Map](#).
- D 2) Allow for optional increases over the base density within the maximum building height limits on sites in Crystal City, in return for extraordinary community benefits, at the County Board's discretion.
- D 3) Utilize a tear-down credit (or similar mechanism) to encourage redevelopment that furthers Crystal City Planning goals and achieves public improvements, while retaining overall economic feasibility by recognizing the significant cost of demolishing existing major assets.

***Public Open Spaces (P)***

- P 1) Provide, at a minimum, all public open spaces as indicated on the [Public Open Space Map](#) in accordance with the general size outlined in the Open Space Inventory Table on the map.
- P 2) Develop implementation strategies that link the displacement of existing parks or plazas with new parks or plazas. Additionally, encourage new public access easements or physical improvements for existing spaces.
- P 3) Establish County control over all public open spaces shown on the [Public Open Space Map](#) through either public dedication/acquisition or public-use and access easements set in perpetuity.
- P 4) Increase tree canopy coverage in Crystal City by meeting or exceeding the County's Urban Forest Master Plan's most current goals for percent tree cover in central business districts.
- P 5) Achieve dedicated publicly accessible pedestrian routes through large urban blocks that provide for safe and attractive passage and connectivity between buildings.

### ***Sustainable Design and Development (S)***

- S 1) Maximize the energy efficiency and minimize the carbon footprint of Crystal City, through actions such as maximizing vegetated areas, efficient use and conservation of all resources, and provision of exceptional access to transit, in order to align with County goals and to enhance its overall economic and environmental position in the region.
- S 2) Uphold the County's highest and best environmental sustainability standards for renovation and redevelopment projects throughout Crystal City, as they evolve over time.
- S 3) Design, construct, and manage all public and private spaces, streets, infrastructure, and buildings to help the Crystal City Plan meet minimum certification standards under the United States Green Building Council's (USGBC) LEED Neighborhood Development program.

### ***Transportation (T)***

- T 1) Address and manage the Crystal City multimodal transportation system to accommodate future planned growth in the area.
- T 2) Establish a revised street network for Crystal City as shown in the [Street Network and Typology Map](#), in accordance with and to be reflected in the County's Master Transportation Plan.
- T 3) Expand County control over all streets and right of ways through public ownership, dedication, or public-use easements set in perpetuity.
- T 4) Improve the safety and quality of pedestrian travel by providing elements such as sufficient sidewalk clear zones, adequate space for street trees and landscape elements, and reduced pedestrian crossing distances.
- T 5) Maintain continuity and safety and minimize temporary disruptions for pedestrians, bicyclists, motorists, and transit users during all phases of construction throughout Crystal City, including in the interior pedestrian concourse.
- T 6) Maintain an interior pedestrian concourse from 12th Street to 23rd Street, as shown conceptually on the [Retail Frontage and Interior Pedestrian Concourse Map](#), that extends the reach of transit, provides frequent connections to sidewalks, and is adequately flexible to permit creative design solutions for new development.
- T 7) Locate and consolidate building loading and service access points to secondary and tertiary streets and alleys where feasible, as recommended in the [Services and Loading Map](#).
- T 8) 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 9) Establish additional access points to the Crystal City Metro Station in the vicinity of the Crystal Drive and 18th Street intersection.
- T 10) 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 11) Establish near-term parking ratios for new projects that range from a maximum of 1 space per 750sf or minimum of 1 space per 1,000sf for office uses and between 1 and 1.125 spaces per residential dwelling unit (or apply the County's most current parking management policies), while maximizing the sharing of parking space by various users and addressing short-term visitor and retail parking needs in Crystal City.
- T 12) Apply Transportation Demand Management (TDM) measures that reinforce the use of a lower parking supply.

***Affordable Housing (AH)***

- AH 1) Increase the committed affordable housing stock in Crystal City by developing implementation tools that encourage the provision of on-site or nearby off-site affordable units.
- AH 2) Apply the Affordable Housing Ordinance and special provisions for bonus density that achieve up to 20-percent of Gross Floor Area (GFA) above the GLUP to increase Crystal City's affordable housing stock, and allow such units to be provided in new or existing buildings.

***Improvement Implementation (I)***

- I 1) Develop financing tools beyond traditional community benefit to pay for infrastructure and public improvements essential to the spirit of the illustrative plan in recognition of (1): the transformational nature of the Crystal City redevelopment and (2): the limitations of developer contributions due to the high cost of demolition-replacement projects.