

Com-ment #	Meeting/Commenter	Date	Question/Comment	Staff Response	Proposed Changes to Plan
DOCUMENT STRUCTURE / FORMAT / OVERALL					
O.1.	LRPC PC	6/8	Technical Items Some of the more technical items, such as street cross sections, could be moved to an appendix for better flow.	Staff concurs. Staff will go through the document and identify elements of the plan that may be better positioned in an appendix or the rear of the document.	
O.2	LRPC AHCA	6/8	Area / Context In Chapter 1, add a map/graphic that shows Crystal City in its broader context from the Potomac River, 395, and Four Mile Run.	Staff concurs. Staff will provide a map that shows the geographic area bound by I-395, Four Mile Run, and the Potomac River. Staff will also consider additional data on growth projections that may be provided for greater detail on local growth.	
CHAPTER 1 – EXISTING CONDITIONS					
1.1	LRPC AHCA	6/8	Fig 1.2.5. / "Restaurant Row" In Figure 1.2.5, revise the diagram to soften the edge between Restaurant Row and the Aurora Highlands neighborhood. This area is an important element integral to Aurora Highlands, so the edge shown on the map should be deleted.	Staff concurs. The diagram will be revised to illustrate the edge differently to show that the 23 rd St Restaurant Row is an integral part of the adjacent blocks to the west.	
1.2	LRPC Audience	6/8	Vision Statement – Aerial Please use a current aerial photo of the Crystal City/Aurora Highlands/Arlington Ridge geographic extent.	Staff concurs and will incorporate a more recent aerial photo of this area in the existing conditions section.	
CHAPTER 2 – VISION STATEMENT					
2.1	LRPC Misc.	6/8	Vision Statement – Length The Vision Statement should be more concise and to the point. This could be done in conjunction with a new chapter or section that describes the overall place of Crystal City in the future and what life would be like in the area.	Staff concurs. Staff will work on redrafting the Vision Statement into a 2 or 3 paragraph statement, and will focus on painting an overall vision of the future Crystal City at a high-level. More detailed specifics not included in the Vision Statement will be moved into a new section opening Chapter 3 (see comment 3.1.1).	

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2.2	LRPC	6/8	<p>Vision Statement – Jefferson Davis Highway</p> <p>It does not appear that the plan for Jefferson Davis Highway is consistent with the policy directive language adopted by the County Board in December regarding bridging the gap between the east and west sides.</p>	<p>Staff does not concur. The record from the Board meeting indicates that the stated reason for adopting the PC recommended language for T13 was to be more flexible in allowing other strategies in addition to an "urban boulevard" concept to help bridge the gap between the east and west sides. Board discussion affirmed that this is essentially a word edit and not a major substantive change. Already incorporated into the plan are strategies such as physical and transit improvements to strengthen connections between the east and west sides, build-to-lines along JDH to better define and frame the street, and intersection or underpass improvements, such as at JDH and 23rd Street. Staff encourages LRPC discussion to focus on identifying additional detailed strategies to help bridge the gap that are consistent with the adopted Policy Framework.</p>	


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CHAPTER 3 – NEW SECTION – Humanizing Crystal City					
3.1.1	Misc.	6/8	<p>New Section/Chapter – Describing the “Place and People” of Crystal City Expanding from the Vision Statement, the Plan should include a new chapter/section that humanizes the Plan, or discusses how life in Crystal City would support daily, civic, and cultural life in a variety of ways. This new section should address comments on the following elements, if not addressed in the Vision Statement itself:</p> <ul style="list-style-type: none"> o Emphasize the point about Crystal City, Aurora Highlands, and Arlington Ridge functioning as a single unit; o Stronger reference to bicyclists and bicycle facilities; o Additional descriptions to include lower income and/or physically handicapped persons in Crystal City; o Delete planning jargon (e.g. “urban form”) from Vision Statement; o Expand beneficiaries of Plan to include visitors, neighbors, tourists, etc.; o Clarify that surface transitway system will connect beyond Arlington into Alexandria and also Fairfax; o Stronger emphasis needed for open spaces and parks; o Expand the bullet on “Very high quality public parks...” to include “high quantity” as well; o The Plan should have an order of magnitude estimate for a bracketed range of school children that may be generated by Crystal City in the future assuming the vision of more family households, with children; logical boundaries for impacts need to be considered; 	<p><i>Staff concurs. Staff will work on drafting a new section to open Chapter 3 that will in more detail describe what life is envisioned to be like in the future under the Plan. The new section will address most or all of the bulleted items listed in the column to the left, unless they are addressed directly within the Vision Statement itself.</i></p>	

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	LRPC Misc.	6/8	<ul style="list-style-type: none"> o Enhancements to the transit system should be its own bullet, and the idea of placing the pedestrian and transit users at the same priority level as vehicles should be made; o Flexibility should be reserved to allow the area to adapt to what the market will allow, within the Plan framework; o Long Bridge Park also needs to be recognized as part of surrounding context; o Additional text is needed on sustainable design and development, urban forestry canopy, and carbon neutrality. o Create a strategy for civic infrastructure elements, such as schools, community centers, and facilities that support and encourage participatory civic life, in addition to child/adult day care, routine and urgent health care facilities, and other facilities/services important to supporting a vibrant urban community. 		
CHAPTER 3 – NEIGHBORHOOD OVERVIEWS (3.3)					
3.3.1	LRPC PC	6/8	<p>“Neighborhoods” terminology Identifying six individual “neighborhoods” seems counterproductive as it could perpetuate existing boundaries rather than breaking down barriers for a more seamless community. Suggests that another term (e.g. “district”, “sub-area”, etc.) could resolve this issue.</p>	<p>Staff had used the term “neighborhoods” to describe the various areas that had been identified during the planning process with the Task Force and referenced in the Goals and Objectives. Nevertheless, to preclude the misperception that these sub-areas are meant to be physically and psychologically separated, staff will revised the Plan to use the term “district” instead when presenting the overviews.</p>	
3.3.2	LRPC PRC	6/8	<p>Open Spaces in Context Consideration should be given to the open spaces outside but nearby Crystal City.</p>	<p>Staff concurs. Staff will develop a new map that illustrates the planned open space network in Crystal City, as well as the existing and planned open spaces in the surrounding vicinity.</p>	


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3.3.3	LRPC PC	6/8	Earning Density above By-Right More clarity is needed around the plan's expectations for site plans up to the base density and site plans that include bonus density, to denote that there will still be certain expectations up to the base density, in addition to beyond.	Staff will continue to work on this element to provide greater clarity on community levels of development.	
3.3.4	LRPC AHCA	6/8	Connections among Neighborhoods Consideration should be given to the prevailing east-west flow of people (corridors, e.g. 18 th Street) into and out of Crystal City, and identify pertinent improvements for pedestrian accommodation as needed.	Staff and the Plan support improved transit, bicycle, and pedestrian facility improvements to strengthen the connections between the east and west sides of Jefferson Davis Highway.	
3.3.5	memo Ted Saks	6/7	Post Office site At the Northwest Gateway there should be a mention of the County's intent to retain the U.S. Post Office and retail at this location.	The Plan narrative can be modified to identify that there is community support for this use. However, it will be a business decision by the USPS whether or not to retain a presence at that location. The retail recommendations allow retail in this location, although it would not be required.	
3.3.6	memo Ted Saks	6/7	Neighborhood Oriented Retail Page 40, section 3.3.6. At the West Side on restaurant row there should be a specific mention of the intent to preserve and retain small "neighborhood oriented" retail along this section of 23 rd Street. The desire here, as opposed to within Crystal City, to have small neighborhood oriented retail as opposed to the large chain eateries and stores, etc. usually associated with Crystal City should be mentioned.	Staff concurs. New language will be added to specifically mention the importance of existing businesses and intent to preserve and retain small locally owned and neighborhood serving retail along 23 rd Street between Eads St. and Fern St.	

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CHAPTER 3 – SUSTAINABLE DESIGN (3.4)					
3.4.1	LRPC E2C2	6/8	Level of Detail What's the appropriate level of detail in recommendations for sustainability? Can they be more specific than currently written?	<i>The language in the Plan is written to try to balance the desire for identifying specific strategies within Crystal City while maintaining consistency with County Wide policies and programs over time. It is anticipated that the county's policies around sustainable development will continue to evolve over time.</i>	
3.4.2	LRPC PC	6/8	Suggestions vs. Requirements Clarity is needed as to whether these guidelines are requirements or suggestions? Consideration should be given for new construction vs. adaptive re-use projects.	<i>The specific recommendations noted in this section are intended as strong suggestions, but not necessarily requirements. There may be a limitation in the County's authority to legally require inclusion of certain elements.</i>	
3.4.3	LRPC PC	6/8	Density Bonuses? In terms of implementation, are density bonuses envisioned for LEED projects in Crystal City, if so at what levels?	<i>Staff is continuing to consider how these elements can be incented through the development process in Crystal City. These strategies will be addressed in the Implementation chapter of the Plan to be reviewed by the LRPC in the fall.</i>	
CHAPTER 3 – BLOCK STRUCTURE (3.5)					
3.5.1	LRPC AHCA	6/8	Figure-Ground The existing figure ground diagram, Figure 3.5.1, should be corrected to accurately convey the Crystal Houses block, Potomac Yard, and the wastewater treatment plant facilities.	<i>Staff concurs. The figure ground diagram will be corrected to accurately convey existing conditions as data availability permits.</i>	

Beginning with Transportation (3.6), comments and responses on additional sections of the draft Plan will be added to this matrix after they are discussed at LRPC meetings.




ARLINGTON
VIRGINIA



Crystal City Transportation


July 8, 2009



2007/2008 Household Transportation Survey

Jurisdiction in the Greater Metropolitan Washington Region	Average Weekday Trips per Household	Percentage of Daily Household Trips by Mode of Travel					Average Weekday Auto Driver Trips*	Average Weekday Auto Driver VMT
		Auto Driver	Auto Passenger	Transit	Walk / Bike	School Bus/ Other		
Core								
District of Columbia	7.0	37.0	14.4	18.3	27.5	2.5	2.6	12.8
Arlington	7.7	52.4	17.8	10.7	16.0	3.2	4.0	20.7
- Rosslyn-Ballston Corridor	6.1	45.0	11.0	19.0	22.0	3.0	2.7	17.7
- Jefferson Davis Corridor	6.1	36.0	17.0	19.0	25.0	4.0	2.2	12.3
Alexandria	7.1	56.1	16.9	9.2	15.9	1.9	4.0	22.1
Northern Virginia								
Fairfax County	9.1	61.1	25.0	4.0	5.4	4.4	5.6	35.2
Loudoun County	8.8	63.3	26.4	1.3	3.9	5.2	5.6	50.1
Prince William County	9.9	59.7	28.9	2.2	4.1	5.1	5.9	51.0

Arlington multi-family residential building traffic analysis (2,000 Metro Station area units covered) documents that home-based auto-driver trips are approximately 50% of the total auto-driver trips



2

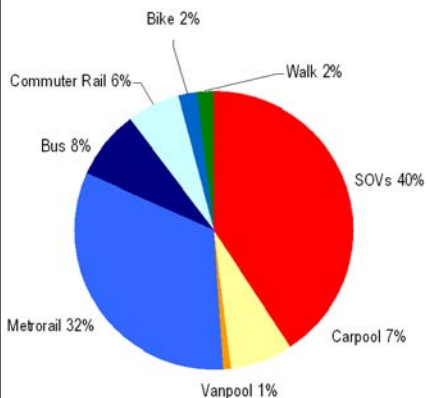
2007 / 2008 Commercial Building Survey & Policy Projection

Mode	Existing Split	2008 Workers	Policy Split	2030 Workers	% Change	# Change
Total Office Workers	100%	36712	100%	42694	16%	5982
Less Workers on Vacatio/Sick/on Travel	10%	3671	10%	4269	16%	598
Total Workers Commuting on an Average Weekday	90%	33041	90%	38425	16%	5384
SOVs	40%	13,216	33%	12,680	-7%	-536
Carpool	7%	2,313	6%	2,306	-1%	-7
Vanpool	1%	330	1%	384	0%	54
Metrorail	32%	10,573	32%	12,296	0%	1,723
Bus	8%	2,643	11%	4,227	3%	1,583
Commuter Rail	6%	1,982	7%	2,690	1%	707
Bike	2%	661	3%	1,153	1%	492
Walk	2%	661	4%	1,537	2%	876
Telework/CWS	2%	661	3%	1,153	1%	492
Total	100%	33,041	100%	38,425	0%	5,384

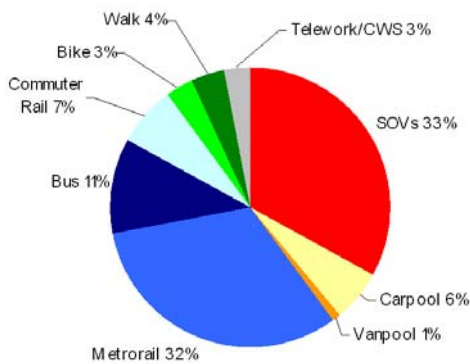


Crystal City – Travel Mode Share

Existing-2008



Proposed-2030



Traffic Generation per Development Type

Development Type	Average Vehicle Trip ends per Weekday (24 hrs average)
24-Hr convenience market (2,000 SF) – ITE Trip Gen. 7 th Ed.	1,500
Gas/service station w/convenience market (10 fueling stations) – ITE Trip Gen. 7 th Ed.	1,600
Fast Food Restaurant w/Drive Thru (2,500 SF) ITE Trip Gen. 7 th Ed.	1,200
Crystal City Multi-Family Apts/Condo (1,000 units) 2007/2008 Household Transportation Survey	1,000 – 1,300
Crystal City Office (1 Million SF) Redevelopment Plan Policy Target of 33% Single Driver Vehicle, 7% carpool/vanpool	2,200 – 2,300
Crystal City Office (1 Million SF) 90% occupancy, 250 SF/work area 90% in attendance as an average weekly 3,240 Arlington Commercial Building Survey 2008	2,700 – 2,800

Transportation Overview

- Pedestrians – sidewalks, streetscaping, complete streets focus
- Bicycles – additions to the bicycle network and focus on complete streets
- Streets – addition of new streets, modification of existing streets, and focus on complete streets
- Transit – new street car line, new intermodal terminal, enhancements to VRE station, improved bus accommodations, and extended Metro Station access
- TDM and parking – policies consistent with the Master Transportation Plan

Recommended Transit Improvements

- New street car line
- Expanded Crystal City Station access
- Enhance bus transfer facility
- Expanded commuter / intercity rail services

Street Car Proposed Alignment

- Recommended alignment through Crystal City
- Phase in transit service plan
- Improve integration of Metro, commuter rail & bus facilities



Recommended Street Improvements

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

Recommended Pedestrian Improvements

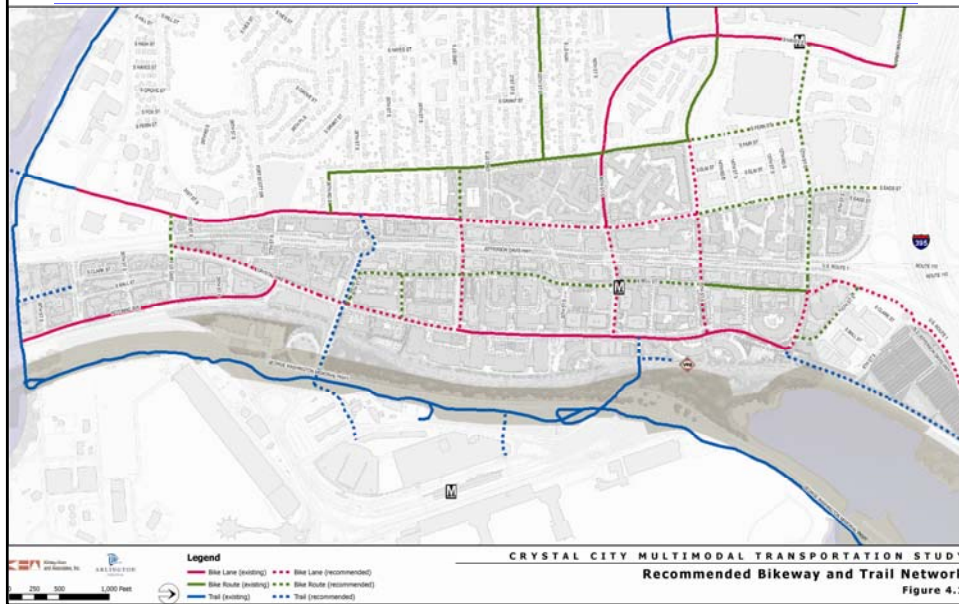
- Focus on complete streets
 - Ample sidewalks
 - Good pedestrian-level lighting
 - Canopy of trees
 - Safe crosswalks/crossings
 - Median refuges
 - Urban design considerations (building scale, sidewalk width, active sidewalks, awnings and overhangs...)
 - Connections to the airport

Recommended Bike Improvements

- Connections to the airport
- Bike lane network
- North on Clark Bell
- South on Crystal Drive
- Bike lanes on 12th, 15th, 18th, 23rd and Potomac Avenue
- Additional bike parking



Bike and Trail Network



Recommended Parking and TDM

- Countywide TDM policies will apply to Crystal City for redevelopment
- Parking
 - Share parking
 - 1 car sharing space per 20 spaces
 - 1 bicycle parking space per 10 auto spaces
 - Preferential rideshare/carpool parking
 - Residential: 1 space per unit
 - Commercial: 1 space per 750 - 1,000 square feet

Summary of Findings

- Increase percentage of total travel by transit, biking & walking
- Overall traffic maintains within 5% of today's level through 2030

Traffic distribution between Crystal City and external locations

Location	2007 AM Peak Hour	2007 PM Peak Hour	2030 AM Peak Hour	2030 PM Peak Hour	Increase / Decrease
Jefferson Davis Highway North	33.0%	31.5%	30.5%	29.5%	-
Old Jefferson Davis Highway	2.0%	2.0%	2.0%	1.5%	=
Route 233 (Airport Access Road)	4.5%	4.5%	5.0%	5.0%	=
Potomac Avenue (New)	0.0%	0.0%	3.5%	4.0%	+
Jefferson Davis Highway (south)	19.0%	19.0%	17.0%	17.0%	-
S. Glebe Road	9.5%	10.0%	8.5%	8.0%	-
23 rd Street S.	3.5%	3.5%	1.0%	1.0%	-
18 th Street S.	7.0%	7.0%	3.0%	3.0%	-
15 th Street S.	8.0%	8.5%	6.5%	6.5%	-
12 th Street S. (New)	0.0%	0.0%	8.0%	8.5%	+
S. Eads Street	5.0%	5.5%	4.0%	4.0%	-
Army Navy Drive	7.5%	7.5%	5.0%	5.5%	-
Total	100%	100%	100%	100%	



Figure – External Connection Points



Crystal City Plan, Draft 1.1:
Updated Text for Select Narratives on Public Realm, Open Space, and Urban Forest Elements
(Draft – 2009-07-08)

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Annotated Plan Legend

Gateway Park – This ~~_will be a formal_~~ park ~~_will provide for~~ active and passive recreational opportunities and will ~~that~~ include a trail that connects Long Bridge Park and Crystal City, near Crystal Drive and 12th Street.

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Crystal Park – A recreational park created at the terminus of the new 25th Street will provide residents and workers an area for ~~gatherings and~~ active recreational ~~uses~~ at the south end of Crystal City.

Mid-Block Parks – These small ~~mid-block neighborhood breaks~~ parks will provide pathways to connect neighborhoods while also inviting people to slow down to view unique landscaping and park elements. ~~allow for smaller passive gathering spaces and bring relief to potentially long expanses of building masses.~~

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Public Open Space

Public Open Space improvements include a commitment to preserve the existing open space located at the southeast corner of Eads and 12th Streets, Creative landscaping and benches will make the park more inviting for small groups to gather or for workers to enjoy during their breaks. ~~with possible improvements to make the space more accessible and usable by the public.~~

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Public Open Space

The Master Plan propose~~s~~ es includes preservation of existing open space and the provision of new public open space within the West Side neighborhood. Existing open spaces, such as those at the southwest corner of Eads and 15th Streets, and at the southwest corner of Eads and 20th Streets are to be preserved and enhanced with improved public access and amenities. A new public park is proposed for the northeast corner of Fern and 22nd Street, which will have neighborhood serving facilities within walking distance for residents from nearby Aurora Highlands and Crystal City. ~~furnish with~~ walkways, seating areas and ~~landscaping appropriate for a relaxed park setting.~~

A series of open spaces are provided on the blocks south of 23rd Street between Eads Street and Jefferson Davis Boulevard. Many of these open spaces align with the streets west of Eads Street, providing a pedestrian connection to the boulevard. The open space at the southern end of these blocks provides the potential for interconnecting open spaces – green connection between the existing open space Eads Park on the West side of Eads Street and the proposed park across the street between ~~blocks south of 23rd Street between~~ Eads Street and Jefferson Davis Boulevard.

Annotated Plan Legend

22nd Street Park – ~~This new park will provide a quiet retreat and amenity for residents of the West Side, as well as residents of the Aurora Highlands neighborhood.~~ neighborhood serving recreational facilities which could include a Community Canine Area or other recreational facilities.

Pedestrian Connections – ~~a series of open spaces are proposed for the blocks south of 23rd Street that will provide~~ spacing between proposed building and pedestrian movement connections between the neighborhoods and the city within a park setting. ~~These small parks will be designed with interactive park elements and seating for residents to enjoy.~~ between Eads Street and Jefferson Davis Boulevard.

New Park – ~~A new park is provided near the intersection of Fort Scott Drive.~~ The park will include active recreational facilities that will be selected to compliment facilities in Eads Park and will also include paths, shade trees and seating. ~~This park will provide a continuous east-west green connection across Eads Street and Jefferson Davis Boulevard~~

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~~New Site plan submissions applications~~ should include a variety of active recreational facilities within the development that will contribute toward meeting the recreational needs of the residents and employees within the new development. Innovative designs for recreational facilities should be utilized and may include facilities on the rooftops of buildings. Public accessibility to these facilities, if feasible, is preferred by the County.

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Center Park, located at the intersection of Clark/Bell and 20th Streets, is intended to be the centerpiece of Crystal City, and to act as a focal point for all surrounding activities. ~~It is envisioned as a more formal space with as open space with a more~~ civic character. Located at the intersection of Clark/Bell and 20th Streets, it will be the largest park in Crystal City with a target size of 74,200 square feet. The size of the space would allow for a wide variety of uses, such as passive recreation, exhibitions, concerts, festivals, cafés, some temporary kiosk retail, and evening outdoor movies. Retail uses are envisioned on the north and east sides of the park, with the possibility of a retail arcade at the north end which could be enclosed in the winter months. A prominent vertical architectural feature ~~such as a gazebo or clock tower~~, could be located at the southwest corner of the park to signal a point of entry and gathering when arriving from Jefferson Davis Boulevard. A strong link between 18th and 20th Streets should also be considered with a grand stair/seating area located along the 20th Street frontage serving as one possible strategy to negotiate the grade differences. Much of the park should be pervious and predominantly grass. Special art features could be incorporated into the landscape and architecture of the park, and artistic lighting should highlight the park during the evenings. Catch basins within the park and adjacent buildings could capture rainwater for park irrigation. Wind turbines and/or solar panels could be used in artistic ways to educate visitors and to supply power for park events.

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The Water Park is one of Crystal City's public spaces most valued by the community, and a true landmark along Crystal Drive. Much of what exists today is proposed to remain, and be publicly acquired or controlled through public-use easements. Any proposed changes should occur along its edges, where retail and pedestrian uses planned to the north and south of the park, and across Crystal Drive, will provide more destination activity. Some minor design modifications could be incorporated ~~into the park~~ that would allow greater access and visibility throughout into the park, particularly with regard to the upper terrace area. As this park is the head of the bicycle connection to the George Washington Parkway, one use that could be incorporated into an adjacent building might be a public or privately operated bicycle storage, rental, and retail center with locker rooms and shower facilities for bicycle commuters.

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Gateway Park is a proposed reconfiguration of the landscaped parcels at the northern terminus of Crystal Drive. This park will ~~be include an the formal~~ entrance into the new Long Bridge (formerly North Tract) Park north of Crystal City and will have a target size of 54,500 square feet. It is anticipated that the Long Bridge Park Promenade will directly tie into a path that leads through the park to Crystal Drive and 12th Street. The vision for this park includes ~~neighborhood serving active~~ recreational facilities such as -tennis or volleyball courts, a ~~tot lot~~ playground, benches, and picnic tables. The park may also feature pedestrian-scaled lighting which ties into the Long Bridge Park lighting design, pervious paving and rain gardens.

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Crystal Park is a proposed improvement of an existing recreation area along Crystal Drive, near the eastern end of the new 25th Street. As proposed, the new park would reside between the southernmost Crystal Park building and the proposed development east of Crystal Drive and north of 26th Street. It has a target size of 38,000 square feet and is intended for ~~an~~ predominately recreational uses. ~~This will be a primarily green park~~ It will be framed with trees, and may include athletic courts as well as feature a ~~tot lot~~ playground and playground with bench seating for on-looking parents.

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Playground – a specially designed area for children to play which includes separate play structures designed for children ages 2 through 4 and children ages 5 through 12.

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3.7.4 Urban Forest Canopy Coverage

In keeping with the County's goal of having a sustainable urban forest that contributes to the health and livability of its community, the Crystal City Plan includes a policy directive to maintain the existing level of tree canopy coverage and to encourage the expansion of tree canopy coverage throughout the implementation of this plan. Currently, the estimated tree canopy coverage within the Crystal City planning area is 17.6%, which exceeds the current goal of Arlington County's Urban Forest Master Plan for central business districts. As the plan advances, 17.6% will be the baseline canopy cover for the planning area with the long-term goal of increasing it by maximizing tree planting along streets, in public spaces, and private property. As development proceeds, it is essential that designs take full advantage of all tree planting opportunities, providing adequate space and engineering solutions that maximize root growth and tree health.

~~In the near term, the County should plant trees along streets and sites in Crystal City that can support trees and that are not likely to be redeveloped for 20+ years to mitigate any other loss of canopy coverage in the first phases of redevelopment.~~

Although Crystal City's streets are mostly tree lined, a number of street sections are treeless or have mature landscaping that has not been maintained adequately. These areas will likely remain in this condition until they are redeveloped. In the near-term, the County recommends planting trees along streets and sites or refurbishing old landscaping at locations that are not likely to be redeveloped for 20+ years. These additional trees will help mitigate potential loss of canopy coverage in the first phases of redevelopment and will create cohesive, tree-lined streets throughout Crystal City.

The following street sections have been identified for potential tree planting. Further evaluation of the sites will be required to determine the suitability of the environment to support them and permission to plant trees must be obtained from landowners for sites not owned by Arlington County.

1. South Eads Street

26th Road South to South Glebe Road –within the median strips and along the street

Army Navy Drive to 12th Street South–the east side of the street

2. 23rd Street South

South Eads to South Fern Street – within the wider sections of sidewalk

Crystal Drive to Jefferson Davis Hwy. – the south side of this section of 23rd Street South

3. Army Navy Drive (outside the plan area but serves as an entrance into Crystal City)

South Fern Street to Jefferson Davis Highway – the north side of Army Navy Drive and along the south side of the street between South Eads Street and Jefferson Davis Highway

4. Jefferson Davis Highway

National Airport Access Road to 33rd Street South – treeless sections within the access loop, along the highway and within the median strips until the intersection of 33rd Street South.