

SUPPLEMENTAL INFORMATION

**Long Range Planning Committee Meeting
June 9, 2009**

Crystal City Vision Plan, Draft 1.1

1. Vision Statement (Draft December 13, 2008) page 2

2. Track Changes version of the Policy Directives pages 3-8
(as revised and adopted by the County Board on Dec. 13, 2008)

3. Tonight's Presentation Slides pages 9-18

CRYSTAL CITY PLAN
Vision Statement – Draft December 13, 2008

(The County Board requested refinements to the Vision Statement, an updated version of which appears in the Vision Plan Draft 1.1. The language below is what was before the Board at their December meeting when they requested refinements.)

With its close proximity to the Potomac River overlooking the nation’s monuments, Crystal City today offers an established office, hotel, residential, and retail mixed-use environment accessible via its extraordinary transportation network comprised of: rail and bus transit; streets and sidewalks; interior public walkways connecting to transit and, in targeted areas, lined with restaurants, local retailers, and neighborhood services; bicycle trails; regional connectors; and National Airport. In the future, as Crystal City grows along with the region it will be enhanced with improved surface transit service and a more functional and pedestrian-friendly urban street network lined with active retail and civic spaces. Crystal City’s future physical character will include enhanced upper-story uses that provide a Class A office environment and expand the array of residential offerings in the neighborhood. Crystal City’s “sense of place” will be strengthened by providing additional attractive and safe civic, cultural, retail, recreational, and community enhancements and defining distinct neighborhoods through high-quality architecture, open spaces, streetscape designs, and public art. Residents, visitors, and workers, alike will all benefit from Crystal City’s smart growth policies, improved land use and transportation connections, and enhanced quality of life.

2008 Crystal City Plan Policy Directives (text)

(Adopted by County Board on Dec, 13, 2008,
with their revisions in strikethrough and underline)

Land Use and Complete Community (LU)

LU 1) Ensure ample and diverse opportunities for work, recreation and entertainment within Crystal City to create an active, 18-hour per day street life. Crystal City will be an economically and socially vibrant neighborhood, supporting a healthy mix of residents and visitors seven days a week.

~~LU 1)~~LU 2) 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)~~LU 3) Establish recommended land uses for each block in the Crystal City Planning Area as shown on the *Land Use Map* to guide actual use mixes proposed within block-level Phased Development Site Plans. Recommend some blocks to have specific minimum percentages for certain land uses, as outlined on the *Land Use Map*.

~~LU 3)~~LU 4) 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)~~LU 5) Engage critical County service providers and stakeholders, such as police, fire, schools and emergency response services, in planning for and implementing the infrastructure necessary to accommodate future demand for service provision as Crystal City grows.

~~LU 5)~~LU 6) Create tools and incentives to establish a strong presence of desired cultural and community-oriented facilities (such as theaters, large format grocery stores, ~~and~~ day care and medical facilities) in the core of 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 (as 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, measured above the fifth floor, for all blocks within the Crystal City Planning Area, as shown on 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 Angle Map*, near identified parks and plazas to limit shadows 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 (as shown in the 2008 GLUP) within the maximum building height limits on sites in Crystal City, in return for extraordinary community benefits outlined in this plan, 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) Address the displacement of existing public open spaces by concurrently providing comparable or enhanced spaces, either through development of new park sites or through improvements to existing open spaces along with public easement dedications.

- P 3) Allow low-scale infill development on the existing open space in front of 2121 Crystal Drive only after the Center Park on Block J-K is realized.
- P 4) 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 5) Increase tree canopy coverage in Crystal City by meeting or exceeding the most current applicable goals in the County's Urban Forest Master Plan (and in no case below existing levels of tree canopy coverage), and by strategically installing street trees, where feasible, in areas where redevelopment is projected for later phases.
- P 6) Achieve dedicated publicly accessible tree-lined 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.~~ Reach, at a minimum, operational carbon neutrality in Crystal City through actions such as energy efficiencies, maximizing vegetated areas, comprehensive water and stormwater management planning, 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 then current highest and best environmental sustainability standards for all projects, including renovation and redevelopment projects throughout Crystal City.
- S 3) Design, construct, and manage all public and private spaces, streets, infrastructure, and buildings to help the Crystal City Plan meet ~~minimum selected~~ 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. Ensure that such system meets the needs of residents to travel from Crystal City for work, pleasure, and other reasons; that individuals working but not residing in Crystal City can easily and economically travel to Crystal City via transit, pedestrian and bicycle

thoroughfares, and other transportation modes; and that others can also easily access Crystal City for business, visiting residents, entertainment, recreation, shopping, etc.

- 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 rights of way 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) 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 and/or a 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 smaller parking supply.
- T 13) ~~Implement strategic improvements to transform Jefferson Davis Highway into an urban boulevard that unifies Crystal City into a single, seamless community by sufficiently and effectively eliminating impediments to pedestrian, vehicular, bicycle, and transit connectivity between the neighborhood's east and west sides. Develop a plan to ensure that conditions are created to unify Crystal City into a single, seamless community by sufficiently and effectively finding mechanisms for pedestrians, vehicular traffic, bicycle traffic, transit, and commerce to flow over, under, or in some other way not be impeded by the Jefferson Davis Highway.~~

Housing Mix and Affordability (H)

- H 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.
- H 2) ~~Apply the Affordable Housing Ordinance and create 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 affordable dwelling units to be provided in new or existing buildings. Develop implementation tools to ensure a housing mix with a sufficiently broad range of sizes and price points such that:~~
- ~~• those who work in Crystal City have affordable opportunities to live there;~~
 - ~~• households of various sizes, composition, and accessibility requirements are accommodated~~
- H 3) Maximize a stock of committed affordable housing within Crystal City. To the extent that a developer's affordable housing commitment is not met by providing such housing within the Crystal City Planning Area, work to ensure that such housing is provided as close to Crystal City as feasible.
- H 4) Apply the Affordable Housing Ordinance and create special provisions for bonus density of up to 20 percent of Gross Floor Area (GFA) above the base densities per the 2008 GLUP in response to developers' meeting or exceeding the target for affordable dwelling units available in both new and existing buildings.
- ~~H 3)~~H5) Leverage existing and potential future tools to add a total of between 550 and 1,200 committed affordable housing units in the Crystal City Planning Area by 2050.

Improvement Implementation (I)

- I 1) Develop financing tools beyond traditional community benefit to pay for infrastructure and other public improvements essential to the spirit of the illustrative plan in recognition of (1): the transformational nature of the Crystal City redevelopment plan; ~~and~~ (2): the limitations of developer contributions due to the high cost of demolition-replacement projects; and, (3) the need to implement the enhanced surface transit (streetcar) at the beginning of the redevelopment process.

- I 2) Review future redevelopment activities in Crystal City at a Phased Development Site Plan (PDSP) level, in accordance with the block boundaries outlined in the *Phased Development Site Plan Block Map*, either prior to or concurrent with final site plans to ensure overall feasibility of achieving major plan improvements.

CRYSTAL CITY VISION PLAN 2050

DRAFT 1.1

LONG RANGE PLANNING COMMITTEE MEETING

JUNE 9, 2009



Presentation Purposes

- Summarize background, planning efforts, and actions to date
- Introduce the Vision Plan Draft 1.1, in terms of organization, structure, and content
- Review of Plan's consistency with adopted Policy Framework and Concept Plan and discussion and feedback on new material



2

Key Goals of Revitalizing Crystal City



- Direct growth into a neighborhood with existing infrastructure and resources, that offers a variety of transportation choices
- Guidance on future building locations and orientation to shape great public streets and open spaces, and to help enhance this Metro-located neighborhood
- Encourage reinvestment in Crystal City to help achieve the Plan's recommendations while strengthening the County's tax base

5

Community Process



- Task Force Kick-Off & Walking Tour (Fall-06)
- Public Design Charrette / 4 Alternatives (Dec-06)
- Development of Draft 1.5 Plan (Mar-07)



- Guiding Principles Refined (July-07)
- Transportation & Economic Studies (Sept-07)
- Revised Illustrative Plan (Jan-08)



- Transitway Alignment Study (Mar/May-08)
- Policy Framework & Concept Plan - refinement (Summer-Fall 08)
- Policy Framework & Concept Plan - adoption (Dec-08)

6



Community Feedback

EXAMPLES OF HOW COMMUNITY FEEDBACK HAS INFLUENCED THE POLICY FRAMEWORK AND CONCEPT PLAN

Crystal City Condo Residents	Aurora Highlands (and Arlington Ridge)	Business Interests / Property Owners
Preservation of the Water Park	Increased traffic directed towards major arterials and multimodal elements	Reconfigured building footprints along 23rd Street to accommodate preferred phasing
Maintenance of the Underground, (with modifications)	Changes to Illustrative Plans to eliminate new streets into the neighborhood	Maintain planned infill on east edge of Crystal Drive between 20th and 23rd Streets
Phasing conditions on new open space with loss of existing open space	Reduced Building Heights along much of Eads St. transitioning to neighborhoods	Clark-Bell could be realigned through existing building wings (e.g. Crystal Plaza) rather than require partial building demolition
Reduction in density increase from 85% to 61%	Preservation of neighborhood scale development planned along Restaurant Row (Planned heights actually less than by-right maximum heights)	Building heights at 22nd and Eads to allow for viable development project that is compatible with surrounding context and provides commensurate benefits
New building north of 12th Street modified to minimize impacts on views	Address intersection at 23rd Street, Route 1, and Clark-Bell Streets	Kept flexibility in the plan to retain Clark-Bell as a north-south street through the Airport Plaza Block
Save north Crystal Dr parks (in part)		New open space paralleling 18th Street to connect Clark-Bell Street and Crystal Dr
Protect access to sunlight (building tower separation and Bulk/Plane requirements)		
Removed retail from in front of 1805 Crystal Drive		
Exclude Airport Circle from open space calculations		

7



Planning Structure

1. Policy Framework & Illustrative Concept Plan

Adopted December 2008 by County Board



2. Crystal City Vision Plan Document

Draft review in progress



3. Phased Development Site Plans

Overall phasing plan for a specific block



4. Final Site Plan Review

Subsequent to and/or concurrent with PDSP





Policy Framework & Illustrative Concept Plan

(Adopted and revised by County Board in December, 2008)

Major recommendations to serve as a foundation for developing the Vision Plan document:

Vision Statement - Goals and Objectives - Policy Directives

The Vision Plan should conform to and be consistent with the adopted Policy Framework and Illustrative Concept Plan



Crystal Drive

9



Crystal City Vision Plan – Draft 1.1

Executive Summary

Chapter

1. Understanding Existing Conditions
2. Policy Framework
3. Crystal City Master Plan
4. Implementation (*under development*)

Appendices and Glossary



10

Chapter 1 - Existing Conditions

- Provides a summary of Crystal City's history and existing conditions
- Discusses regional and local growth patterns, site analysis for the study area, and existing planning and zoning framework
- Describes the planning impetus, process milestones, and introduces the structure of the document



11

Chapter 2 - Policy Framework

- Presents a revised Vision Statement, describing a complete, urban community
(refined, after Dec-08 meeting)
- Communicates the Goals and Objectives developed by the Task Force and staff
(adopted by County Board, at Dec-08 meeting)
- Specifies the Policy Directives, or the major recommendations in various categories that establish a foundation for developing the Vision Plan
(adopted and revised by County Board, at Dec-08 meeting)



12

Chapter 2 - Policy Framework: Illustrative Plan

Proposed Features

- A new Clark-Bell Street
- Surface Transitway
- Center Park
- Metro Market Square
- Jefferson Davis Boulevard
- National Circle at 26th Street
- Water Park
- Market Plazas
- New Neighborhood Parks



Chapter 3 - Crystal City Master Plan

- Presents overviews of the six distinct **neighborhoods** and the proposed building, transportation, and open space features
- Establishes broad guidelines for achieving **sustainable design** for all future development in Crystal City
- Delineates the **block structure** for a well-connected network of streets and open spaces clearly defined by building edges



Chapter 3 - Crystal City Master Plan

- Specifies multimodal **transportation** network enhancements, including new/complete streets, improved connectivity among modes, TDM strategies, new surface transitway, and improved bike/ped facilities
- Provides a future network of high-quality **public open spaces** that are highly visible and accessible, with access protected through public ownership or easement
- Presents **density and built form** strategies to accommodate responsible growth in Crystal City with parameters for achieving a comfortable neighborhood scale and adequate relief between buildings



Chapter 3 - Crystal City Master Plan

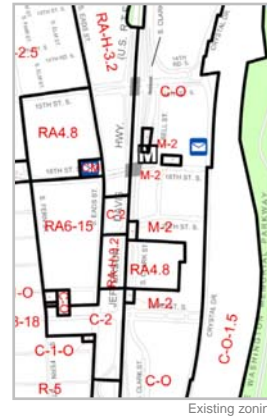
- Provides guidelines for a preferred **land use mix**, comprising a vibrant mix of retail, residential, cultural, civic, and community service uses, in addition to parking and service and loading
- **Design Guidelines** to encourage physical enhancements to Crystal City's environment, through building massing, setback, features, frontage and landscape recommendations



Chapter 4 - Implementation (TBD)

This section (under development) will include recommended actions that should be taken in order to implement the Crystal City Vision Plan, and could be organized in the following categories:

- Land Use and Zoning
- Transportation
- Public Open Space
- Economic Development
- Affordable Housing
- Others...



Existing zoning

17

Discussion Areas

- Overall Plan Structure
- Chapter 1, Existing Conditions
- Chapter 2, Vision Statement (revised) and Policy Framework
- Chapter 3, Crystal City Master Plan
(Section by section, as time permits)



18

Wrap-up / Next Steps



Tentative Timeline

- LRPC Meetings:
June – September
- Advisory Commissions, (info item)
September - October
- Request to Advertise, Plan
October
- Advisory Commissions, (action item)
November-December
- County Board Action, Plan
December