

Mr. Richard J. Herbst
President, Arlington Ridge Civic Association
2206 South Knoll Street
Arlington, Virginia 22202

Dear Mr. Herbst:

This is in response to your letter of June 1, 2009 asking a number of questions about the Crystal City Plan. I apologize for the length of time it took to reply, but we wanted to provide thorough responses to your inquiries. The Board is committed to the long held County planning goal of concentrating development on a small percentage of the land in order to protect the single family neighborhoods. Nothing that we are doing here changes that commitment.

Set forth below are answers to many of your questions. However, I thought it important to establish a few overarching principles first.

Your letter is premised on an assumption that the development envisioned under the Crystal City Plan is negative and will have serious consequences not only to the Arlington Ridge and Aurora Highlands neighborhoods, but also to Crystal City and much of this area of Arlington. This is actually contrary to Arlington's 30-plus years of experience with smart growth. In fact, for nearly 40 years, Arlington has emphatically embraced the fundamental principles of smart growth and is considered a leader in the field. We have focused mixed-use growth close to Metro stations and have reinforced transitions to adjacent residential neighborhoods to protect their character. This has resulted in a well-planned community that has provided its citizens with a wide variety of housing, employment, and transportation choices, a strong and diverse tax base that has enabled investment in neighborhoods, and a strong economy.

Our data has shown us that well-planned, mixed-use development adjacent to transit has actually resulted in reduced traffic and more transportation options for residents and workers. I don't know if you were aware, for example, that 39% of those who live in the R-B Corridor take transit to work and 14-15% of those who live there have no cars. Also, traffic on the major R-B Corridor arterial (Wilson Boulevard/Clarendon Boulevard) has actually declined since 1996, while traffic on the regional roads has continued to increase dramatically. This is not by accident but is the result of careful planning, which is the same type of planning that we are undertaking for Crystal City. There may be some unanticipated impacts but Arlington has found that they are few and because of our financial stability, we are in better shape to offset those impacts if they do happen.

The current planning effort focusing on Crystal City is a proactive response to the anticipated impacts facing Crystal City as a result of the Base Realignment and Closure (BRAC) 2005 actions. Current estimates indicate that approximately 3.1 million square feet and 13,000 jobs will be relocated from Crystal City to other outlying locations as part of BRAC. In order to ensure Crystal City's continued long-term strength and vitality as a place to live, work, and play, the County initiated this planning effort as a means to

establish a future vision for Crystal City, to help guide its next generation of growth and development. It is also important to note that we have a regional responsibility because we live in an extremely large, complex and successful region. This region will continue to grow and expand; in fact forecasts are that by 2030 there will be 1.2 million new jobs and 1.6 million new residents in the region. Where they go will undoubtedly have a profound affect on the region as well as Arlington. Experience throughout the country shows that well-planned communities that focus mixed use development around transit and provide transportation options for its residents and workers can thrive economically while regionally helping to reduce traffic and improve air quality.

The Crystal City Plan has been underway for 2-1/2 years and has featured 70 public meetings and counting. A Task Force was appointed to assist the County in this effort with invitations sent to the neighborhoods, and this Task Force did have representation from Aurora Highlands. This effort led to the adoption of the Policy Framework and Illustrative Plan in December 2008. Many of the questions you raised were in fact discussed and analyzed and resulted in the policies adopted by the County Board in December. I appreciate and understand that not all agreed with these decisions but they did represent a give and take between many policy choices and the interests of many different parties. The process that we are currently engaged in is not a reexamination of these basic policy decisions but an effort now to put clear words and graphics around those policies, to develop a final Plan document.

As part of the planning discussion, I understand there was a recent meeting between staff and neighborhood representatives to talk through some of the issues. I am encouraged to learn that staff and the neighborhood are continuing to work together. In addition, responses are provided in Attachment 1 to address the complete list of questions from your June 1 letter. Finally, I would also offer that there are other County programs outside of this planning process, such as the Neighborhood Conservation Program, that have an appropriate focus for addressing or achieving some of the comments you raise with the Plan.

Thank you for your questions and interest in the planning process for Crystal City.

Sincerely yours,

Barbara A. Favola
Chairman

ATTACHMENT 1 Item by Item Responses to Questions (Original questions in bold underlined text below)

The BRAC task force was created to deal with the anticipated loss of defense jobs from Crystal City - building development east of Route 1 - by the end of 2011.

1. How does the Policy Plan address the imminent loss of jobs in Crystal City?

Base Realignment and Closure (BRAC) moves will empty 3.1 million square feet of Department of Defense (DOD) leased space by September 2011, however, if the receiving facility is not ready by that date, leases could be extended to accommodate the delay. Much of the space to be vacated is less competitive in the broader office market due to age and functional obsolescence. The Crystal City Plan creates an opportunity to redevelop these buildings, attract new tenants, and retain existing tenants, all of which have a direct impact on employment in Crystal City. Arlington County is working with the DOD agencies moving out to lessen the impact on employees and contractors, and the BRAC Transition Center is providing numerous services to affected employees and businesses.

1. If present office space in Crystal City is unmarketable, why cannot existing buildings be retrofitted to Class A space with the appropriate "force protection standards" where required?

Force protection requires an 82-foot setback from the street. Given the existing urban character of Crystal City, it is not practical to consider force-protected buildings in this area. Some property owners may decide to renovate rather than redevelop their buildings; however, renovation does not facilitate the improvements in roadway, transit and open space networks envisioned in the Plan.

2. How and why were "Crystal City" boundaries expanded to encompass land on the west side of Route 1?

Boundaries for the Crystal City Planning addressed under current planning efforts were based upon the official Crystal City Metro Station Area boundary (as illustrated on the General Land Use Plan), with the exclusion of the North Tract and South Tract (Potomac Yard) properties and inclusion of properties along the south edge of 23rd Street between Eads and Fern Streets. As with the County's other Metro Station Areas (MSAs), boundaries for the Crystal City MSA were historically drawn based generally on a quarter mile radius from the Metro station (a suitable walking distance to and from the Metro and residential, retail or office buildings) and a combination of major transportation routes, Census geography and neighborhood boundaries. While the planning for Crystal City follows these boundaries, potential impacts and benefits are being evaluated beyond such boundaries.

3. What is the correlation between the current BID footprint and that of the Crystal City Plan?

Please see map provided in Attachment 2.

4. Is it County policy to change an existing General Land Use Plan whenever developers run out of additional developable density?

It is not County policy to change the General Land Use Plan (GLUP) whenever properties reach their maximum developable density. Over time, the County's GLUP is amended on a case by case basis, either as part of a comprehensive long-range planning process for a designated area or as a result of a request for a specific change. With respect to Crystal City, the County initiated this long-range planning process in response to BRAC, and our analyses indicate that additional growth within Crystal City makes sound planning sense and can be accommodated with targeted improvements. In fact, focusing additional growth within Crystal City while reinforcing the transitions to adjacent single-family neighborhoods is consistent with the five primary Development and Growth Goals stated in the GLUP. For additional information describing the processes employed to amend the General Land Use Plan, please see the following County web page:

http://www.arlingtonva.us/departments/CPHD/planning/docs/CPHDPlanningDocsGLUP_A_mending.aspx

5. Why was building height capped at 7 stories in Clarendon, directly adjacent to the Clarendon Metro Station, while the Crystal City Policy Plan proposes 30-story buildings over 1/2 mile from a Metro stop and contrary to stated policy?

Maximum building height (and density) limitations vary across the County's Metro Station Areas (MSAs), depending on area-specific factors such as surrounding context regarding land use and transportation infrastructure, and the County's vision for each individual MSA, for instance. In the adopted Policy Framework for Crystal City, buildings of up to 300 feet are planned around the Metro station at 18th Street and along the north edge of 23rd Street between Jefferson Davis Highway and Crystal Drive, which is within one-third of a mile from Metro. A planned surface transitway system will enhance connectivity to Metro throughout the linearly developed Crystal City area and beyond, with stations envisioned near 23rd Street at Crystal Drive and Clark-Bell Street.

6. Does Arlington propose to build similar density around the East Falls Church Metro Station? Please explain.

Arlington County is working with a planning Task Force, with representation from the City of Falls Church, on a planning study for East Falls Church. The level of development for this area has not been determined. Concepts to date have included low to medium density. It is important to note that each Metro Station Area (MSA) in the County has a different context, character, and situation that have resulted in a distinct vision for each MSA with associated physical planning recommendations. This is the primary reason why densities and growth potential vary among Rosslyn, Crystal City, Clarendon, Virginia Square, etc.

7. What extraordinary community benefits are the developers offering in return for density above the by-right use?

The Plan will identify the plan level improvements that are envisioned as part of the redevelopment and revitalization efforts in Crystal City, in addition to site level improvements typically gained with site plan development. The more specific methods of achieving these improvements will be discussed in the Implementation chapter of the Plan, and are envisioned to be supported jointly by the private and public sectors.

8. What are the burdens that will be placed on the adjacent neighborhoods in consequence of this density above by-right use? (Match benefits to burdens)

Arlington's experience since Metro's arrival has shown us that well planned, mixed-use development adjacent to transit, in concert with the preservation of established single family neighborhoods, can provide significant and numerous benefits. Examples of such benefits include a wide variety of transportation choices, a strong tax base to support investment in neighborhoods throughout the County, and a strong economy. There may be a few unanticipated impacts encountered along the way, but given our financial stability resulting from the carefully planned development around our transit infrastructure, we are in sound shape to offset those impacts if they occur.

9. What specific projects has the County designed to mitigate the burdens imposed upon the adjacent neighborhood by the County Board approved Policy Plan?

As stated in the response to #9 above, we do not anticipate significant burdens to be placed upon the adjacent neighborhoods as a result of our planning efforts. However, should any unanticipated adverse impacts occur, the County will continue to work collaboratively with the neighborhoods to ensure their integrity and preservation.

10. Why weren't neighborhood burdens considered during the planning process?

The Plan takes into consideration the redevelopment of Crystal City as it relates to the adjacent lower density neighborhood and it does not anticipate any adverse impacts. Furthermore, at the beginning of the planning process, invitations for Task Force representatives were extended to the Aurora Highlands and Arlington Ridge Civic Associations and the Crystal City resident groups to ensure that neighborhood interests and concerns were factored into the planning efforts. A couple examples of the Plan's response to the concerns raised by the neighborhood west of Crystal City include reduced maximum building heights along the east side of S. Eads Street south of 23rd Street S. and reinforcing neighborhood serving retail along 23rd Street S. between Eads and Fern Streets.

AIRPORT

11. Has the County asked the FAA for a ruling on aviation safety at National Airport if 200 to 330-foot buildings are placed in Crystal City?

Arlington County is working with the Federal Aviation Administration and the Metropolitan Washington Airports Authority to assess how redevelopment may affect operations at Ronald Reagan Washington National Airport. The County intends to recommend a plan that works for both airport operations and Crystal City redevelopment.

12. What is the impact on flight paths if such buildings are constructed?

This is to be determined by the analysis referenced in item 12.

13. Will airplanes more often be directed into holding patterns over local neighborhoods if such buildings are constructed?

This is to be determined by the analysis referenced in item 12.

14. How will travelers get to and from National Airport in a timely fashion under the proposed development?

Access to National Airport will continue without issue. Thorough analyses of roadway capacity and operations have been conducted as part of this plan, which makes many recommendations to improve the efficiency of the Crystal City roadway network. Metro will continue serving the airport, and bike and pedestrian airport access will be enhanced.

SCHEDULE

15. When does the County Board realistically expect to take action on the Crystal City Plan?

Staff anticipates that the Crystal City Plan could be considered by the County Board in First Quarter 2010.

16. When will public hearings on the Plan be held?

Public hearings will occur at the County Board meeting at which the Board considers adoption of the Plan, as well as at the Planning Commission meeting associated with that Board meeting. The Plan will also be reviewed and discussed by other commissions prior to the Planning Commission and County Board hearings.

17. The County suggests it can take public parkland without recourse, that traffic will abate below current levels, and that adjacent neighborhoods will bear no impacts from the

proposed redevelopment - positions that undermine objective information and misrepresent facts.

The Plan proposes that the loss of any existing open space usable to the public must be replaced by new public open space or guaranteed public access and physical improvements to existing open spaces, and there are phasing guidelines in the Plan to ensure that the replacement is done in a timely fashion. Overall, the proposed open space network in the Plan will result in an increase of public open space in Crystal City. (In fact, the County does not currently own any public open space in the Crystal City planning area east of Jefferson Davis Highway although most of the existing open space is controlled under approved site plans). The Multimodal Transportation Study indicates that while traffic is projected to decrease on some streets, it may increase on others, but not beyond manageable levels. As noted in the response to item 3, it's recognized that adjacent neighborhoods may witness both impacts and benefits from the Crystal City Plan, and the County will work collaboratively with the neighborhoods to address significant impacts.

18. How does this further the public participation process?

The planning process has been an open and public process, with a Task Force appointed by the County Board to represent a variety of community and stakeholder interests. Aurora Highlands Civic Association was represented by Mr. Ted Saks. The Arlington Ridge Civic Association was also invited to have a representative on the Task Force.

19. How much taxpayer and private money have the County and developers spent so far to pursue this redevelopment plan?

Planning efforts for the Crystal City Plan have been significantly funded through a \$500,000 grant from the Federal Government, Department of Defense Office of Economic Adjustment to help support the cost of consultant fees. This grant has been supplemented by approximately \$350,000 in County funds to support the community planning consulting services. Additionally, the same Department of Defense, Office of Economic Adjustment federal grant has supported associated transportation studies (\$243,000), and economic studies (\$75,000).

20. What is the nature of the deal the County made with the National Park Service for the North Tract land swap?

On October 21, 2000, the County Board approved the Potomac Yard Phased Development Site Plan which resulted in the County receiving approximately 28 acres of land in the North Tract from Commonwealth Atlantic Properties. On June 24, 2008, the County Board also approved a land swap between the County and MR Boundary Channel, LLC/Monument Realty, LLC involving the former Twin Bridges site, also in the North Tract. The National Park Service was not involved as an active party in either of these two arrangements. Full details on the nature of these actions can be found in County Press Releases, located at:

<http://www.co.arlington.va.us/NewsReleases/Scripts/ViewDetail.asp?Index=391> and, <http://www.arlingtonva.us/departments/Communications/PressReleases/page64304.aspx>

PENTAGON CITY

21. There is considerable development potential still remaining under the Pentagon City Phased Development Site Plan with density and mixed use, site improvements and other legal stipulations carefully considered and adopted. The Policy Plan threatens this entire PDSP. The massive increases in development will overwhelm the area to the detriment of the existing buildings, their aesthetic qualities and the quality of the environment.

The Pentagon City PDSP is adjacent to and outside the scope of the Crystal City Policy Framework and planning area. Continued compact growth around transit and reinvestment in both Pentagon City and Crystal City will advance the County's smart growth efforts, offering a continuation of the wide array of benefits the County has experienced to date in its Metro corridors, such as: location efficiency that allows more people to walk, bike, and take transit; increased transit ridership and minimized traffic impacts; mix of housing, jobs, shopping and recreational choices, a strong economy, and overall environmental sustainability.

22. How does the Board adopted Policy Plan affect current zoning and entitlement provisions?

The Policy Framework provides recommendations that help define the future vision for Crystal City, but does not by itself affect existing zoning or entitlements. The implementation section of the Plan will identify potential tools or changes to planning (General Land Use Plan) and zoning parameters, which would need to be implemented in order to accommodate future level and character of development envisioned by the Plan.

23. What guarantees or promises has the County made to the present owners of this land to secure their acceptance of such a massive density increase and concomitant impacts?

No guarantees or promises have been made regarding future development. This is a sector level County planning document to guide future development in Crystal City. Property owners interested in pursuing redevelopment projects will need to submit site plan proposals for County and public review, before action is taken by the County Board. For projects that gain approval by the Board, site plan entitlements are typically valid for three years before they expire or need to be extended/renewed.

TRAFFIC

24. The Route 1 corridor, a major commuter artery to and from Crystal City, Alexandria, the Pentagon, and Washington D.C., is one of the most heavily traveled and congested corridors in the D.C. area. It is barely navigable today. The Potomac Yard development will generate "a total of 6,371 and 6,757 external trips during the AM and PM peak hours".

Jefferson Davis Highway is a major arterial street that serves to connect Alexandria, Crystal City/Pentagon City, the Pentagon and the I-395 corridor. The segment between the Airport Viaduct and I-395 carries approximately 50,000 vehicles per weekday over a 24 hour period as of 2008. This is slightly below the peak of 54,000 vehicle trips reported in 2004. This reported volume is slightly under the reported volumes for Arlington Boulevard and Washington Boulevard south of Arlington Boulevard. There are no current plans to expand roadway capacity to the south in Alexandria or across the 14th Street Bridge into the District. While the roadway can witness occasional congestion such as during the morning and afternoon weekday rush hours and on weekends, it adequately accommodates travel volumes for large segments of the day.

25. Given the thousands of additional external trips generated by the Potomac Yard development, how does the Policy Plan intend to accommodate this increased traffic as well as Crystal City's increased traffic on Route 1?

The Potomac Yard Phased Development Site Plan (PDSP) was approved by the Arlington County Board with a comprehensive transportation demand management program and regular reporting requirements funded by the development. The PDSP calls for a 40% transit/walk/bike mode share for the overall development. To date, approximately one-third of the development is completed and occupied. This includes 645,500 sf of office in Land Bay A (71% occupied), 865 housing units (80% occupied) and 92,000 sf of retail (80% +/- occupied) as of November 2008 and reported in March 2009. The total AM weekday peak hour vehicle trip generation was 358 and the PM peak hour vehicle trip generation was 297, these rates are 64% and 73% below standard Institute of Transportation Engineers (ITE) trip generation rates for these uses. Over 60% of all trips to and from these developments were made by means other than a private vehicle, exceeding the PDSP target. This field verified information is consistent with our findings for developments in Arlington's Metro Corridors. Given this experience to date, the total peak hour vehicle trip generation for the PDSP at build-out is likely to be less than one-fourth (1/4) your stated peak hour figures. It should also be recognized that not all of the existing or projected vehicle trips will use Jefferson Davis Highway. Many north-south trips are expected to use Potomac Avenue and Crystal Drive.

27. How was the Policy Plan coordinated with Alexandria and that city's various other development efforts affecting the Route 1 corridor?

Arlington staff participates in regularly scheduled meetings with the City of Alexandria planning and transportation staff to coordinate transit and other infrastructure investments that involve the two communities. Both communities are focused on expanding transit, pedestrian and bicycle facilities in the Route 1/Potomac Yards Corridor with a particular focus on high capacity transit (Crystal City/Potomac Yard Transitway).

27. According to the Crystal City Multimodal Transportation Study, rush hour traffic through our neighborhood would decrease as a result of the proposed redevelopment. For this to happen, all of the new trips generated by the redevelopment as well as some

existing trips would need to use non-automobile modes. How was it possible to reach such a conclusion?

The multimodal transportation study for the redevelopment of Crystal City concluded that there will be a slight decrease in motor vehicle traffic on many of the streets around Crystal City after the planned transportation improvements are in place. The Plan calls for creation of a two-way normalized street system in Crystal City east of Jefferson Davis Highway (two-way Crystal Drive and Clark/Bell) and makes two new through street connections, one at 12th Street across to connect Crystal City with Pentagon City and a second at Potomac Avenue south to Alexandria. These changes, in aggregate, lessen the impact on local streets west of Jefferson Davis Highway.

28. Why wasn't traffic during other hours of the day and on weekends considered?

Regarding traffic modeling, traffic was forecasted for both a 24-hour period and in the AM & PM peak periods; however, for traffic forecasting, the peak periods are used to identify capacity issues on the street and intersection network. The Plan includes a detailed traffic impact analysis of the proposed Crystal City redevelopment plan. This analysis is in the Crystal City Multimodal Transportation Study, which is an appendix of the Crystal City Vision Plan. The traffic analysis, which modeled an earlier version of the redevelopment plan that had higher densities than those in the proposed plan, found that the system networks, both road and transit had capacity to handle projected traffic and travel demands.

29. Why was the focus only on pedestrian and public transportation in the Policy Plan?

The Plan calls for major capacity investments in transit with the addition of a new street car line from Potomac Yard through Crystal City to Pentagon City (with a peak hour peak direction carrying capacity of over 2,500 riders), an expanded Crystal City Metro Station, an enhanced VRE station with expanded service, including potential MARC through service to Crystal City, and expanded local and regional bus service.

The Plan also calls for greatly enhanced pedestrian and bicycle accommodation. In the Crystal City and Pentagon City Station Areas, these investments are important. Currently 24% of all household trips in the Metro station areas are made by walking and 1% by biking. Also, most office worker service trips and many hotel visitor trips during weekdays are made by walking.

The other elements of the plan that will impact travel are transportation demand management (TDM) and parking management which focus on reducing site-related vehicle trips. Almost all of Crystal City was built before TDM and parking management policies were instituted. A robust TDM program coupled with parking management can reduce building-related vehicle trips by over 20% according to our research. The redevelopment of Crystal City will lead to most redevelopment being governed by current transportation demand management requirements. In addition, by encouraging a higher share of residential use within Crystal City, peak hour trip directions will become

more balanced thereby increasing the overall efficiency of the complete multimodal transportation network. All of these elements contribute to the reduction of development-related vehicle trips.

30. Why has the County not done a serious impact traffic analysis of the proposed Crystal City redevelopment?

Please see response to #29 above.

31. Where is the traffic impact analysis for 23rd Street, Fort Scott Drive, South 26th Street, and Arlington Ridge Road among other streets massively affected by this Policy Plan?

The County has a comprehensive traffic counting program and will continue to monitor the streets within the Crystal City area and adjacent neighborhoods for any changes in traffic patterns and volumes. Staff has pulled traffic counts at 30 locations in Pentagon City/Crystal City station areas and adjacent neighborhoods. These counts reveal no overall upward trend across the street network between 2001 and 2007/2008. With regard to Arlington Ridge Road, we reviewed all available traffic counts for a 30+ year period which yields a similar result.

32. County policy directs traffic to arterial roads. Under the proposed redevelopment plan, our neighborhood will be overrun by traffic on Arlington Ridge Road, South 23rd Street and cut-through traffic. Will you reclassify Arlington Ridge Road and South 23rd Street as collector roads and implement measures to require commuter traffic to use the true arterials - I-395, Route 1, Glebe Road, and the George Washington Parkway?

County policy does direct through traffic to arterial streets; however our analysis has indicated that Arlington Ridge Road and South 23rd Street will not have an increase in vehicle traffic. Furthermore, our experience in the Metro corridors has revealed that the additional density increases the person trips but not the overall vehicle trips.

34. What other measures will you commit to in order to eliminate and to control commuter traffic through our neighborhood?

Please see response to #32 above.

35. The Board adopted Policy Plan shows about 20 loading docks and garage entrances serving millions of square feet of new offices, stores, hotels, and restaurants abutting our single family neighborhoods. There is no direct access to Route 1 west of Route 1; all access is to Eads and Fern Streets. Most of the access points are opposite neighborhood streets where we live, walk, and play. What measures will you institute to protect our children and to direct delivery trucks, garbage trucks, and other service vehicles away from these single family neighborhoods?

In the County Board-adopted Crystal City Illustrative Plan, there are only nine new building pad sites west of Jefferson Davis Highway fronting Eads Street. The new development sites will be governed by specific site plan development conditions that would direct loading and garage entrances away from single family residential neighborhoods and would likely require consolidated delivery and garage access.

35. The demolition and construction of over 100 new buildings will result in years of construction traffic involving many large and heavy vehicles. Many of these construction trucks would pass through the school zones adjacent to Oakridge Elementary and Gunston Middle School. Will the County prohibit through construction truck traffic on Arlington Ridge Road and 23rd Street?

As in the case above, the site plan related development in the Crystal City area will be guided by specific development conditions and permits that regulate truck access and staging.

36. The Policy Plan calls for increasing connections between Crystal City and the adjacent single family neighborhoods, possibly by cutting 26th Street and/or Fort Scott Drive through to Route 1. Will you guarantee that such connections will not occur? What other connections are being considered?

The Plan does not call for any additional east-west street connections west of Jefferson Davis Highway, with the exception of 12th Street. The Plan does call for improved bike/ped connections at a number of locations.

37. How does the County intend to address the traffic impact of an expected 60% increase in density in the Crystal City area?

Please refer to the responses above.

38. Will the connections to the George Washington Parkway at National Airport be improved? Will the ramps that have been closed be reopened? What arrangements have been made with the National Park Service for greater access to the Parkway?

The Multimodal Transportation Study has been fully coordinated with our regional partners, including: the National Park Service, Washington Metropolitan Airport Authority, Virginia Department Transportation, Virginia Railway Express, Crystal City BID, WMATA, Virginia Department of Rail and Public Transit.

TRANSIT

39. A map in the Crystal City Multimodal Transportation Study shows two-thirds of Crystal City with transit ridership rates under 25% in the year 2030. This is normal auto-oriented development. How does this result in lower traffic in the area?

Staff will revise the External Transit Mode Maps Figure 3:4 in the Transportation Study. This figure is for the external trips only and does not capture the new transit expected trips within Crystal City. The majority of the internal trips will be on transit via the streetcar or by pedestrian/bicycle travel. Additionally, some of the assumptions for transit ridership used in the travel demand forecasting section of the report were very conservative and are below current documented transit usage levels for office, residential and hotel developments in Crystal City.

40. The same Transportation Study shows the Crystal City Metro station over capacity by the year 2030. Why and how will commuters ride Metrorail when the stations are too crowded to service them?

The Metro station capacity will be expanded by adding a second entrance at Crystal Drive, which will redistribute the passenger boardings on the platform and fare gates. In the transportation study, it was noted there could be Metro capacity issues arising between 2030 to 2040 (in the peak hour peak direction on weekdays only). Arlington, along with other regional compact members and WMATA staff, continue to advance the deployment of 8-car trains on all lines to expand the carrying capacity of the system.

41. Why wasn't there an analysis of neighborhood buses? How many more buses will travel through our neighborhood to serve the development? How many more out-of-service buses will speed through our neighborhood to the bus garage at Eads Street and Glebe Road?

Additional WMATA regional bus service, ART local bus service, and other bus services are anticipated to support the redevelopment of Crystal City. The level of additional service will be tailored to local and system needs. In general, bus service is focused on arterial streets, not local neighborhood streets.

42. In October, County Board member Chris Zimmerman said that light rail through Crystal City is essential to achieving the "transformative" development being sought. What is the status of this proposal? How much would it cost? How do you expect to pay for it?

The streetcar system is a major infrastructure element in the proposed redevelopment of Crystal City. Staff is currently working on the preliminary engineering and street design elements of this project. Project funding is likely to be a mix of federal, state and local sources.

43. In what ways will the "transformative" development be changed if light rail cannot be realized?

The County is moving forward with the planning and engineering efforts required to implement a streetcar system. Please see response to #43 above.

44. What other transit options are being considered?

Additional local Arlington Transit (ART) and regional bus service will be provided in the Crystal City area in future years. This additional service will be based on demand and travel within the service area. Amtrak and MARC Rail service are also possible future heavy rail transit options for Crystal City.

NEIGHBORHOOD INTEGRITY

45. The many small business owners in "restaurant row" at the foot of 23rd Street help to create and maintain a sense of neighborhood community. These businesses are mainly locally owned. They form a buffer between the single family residences and higher density commercial properties. The area, between Eads and Fern Streets, was specifically zoned for this purpose, and the County expended considerable resources to designate the block as a "Business Conservation District." The consequence has been a thriving symbiotic relationship between the small businesses and the home owners. and 46. Why does the County approved Policy Plan propose to destroy this transitional space by allowing the construction of 5 to 6 story buildings here?

Under the adopted Policy Plan, the recommended maximum building heights along 23rd Street between Eads and Fern Streets is 35 feet, which is in fact 10 feet less than the maximum heights permitted by-right for most of the properties fronting this segment of 23rd Street, which are zoned C-2.

47. How will the County protect our small business owners and preserve our neighborhood integrity?

The Plan incorporates many opportunities for development and retention of retail space suitable for small businesses. The Plan requires street-level retail frontage in priority areas, such as Crystal Drive and 23rd Street S. The Crystal City Business Improvement District will continue to promote small business areas in Crystal City. Arlington Economic Development assists small businesses every day through its BizLaunch services, including how to write a business plan, and how to handle taxes, permits, licensing, marketing, and financing.

48. How does the County propose to control/mitigate the increased traffic on South 23rd Street and neighboring streets occasioned by this change in density development?

The transportation analysis for the plan concluded that no additional traffic will be added to 23rd Street South by the redevelopment through 2030.

49. There are five day-care, child-care businesses presently operating on 23rd Street. With the increased traffic, noise, and congestion occasioned by the approved Policy Plan, what measures will the County institute to ensure the safety of these vulnerable citizens?

Please see response to #49 above.

50. It is stated County policy to "preserve the integrity of single family neighborhoods." How does the destruction of the Eads/Fern Street buffer zone accomplish this objective? What measures has the County identified to preserve our local flavor?

The maximum buildings heights outlined in the adopted Policy Plan reinforce a gradual transition between high-rise mixed use development east of Eads Street and the low rise residential development pattern west of Fern Street. Between 18th and 22nd Street, planned heights step down from 110 feet along the west side of Eads, to 60 feet in the middle of the block, and 35 feet along the east side of Fern, which matches the maximum permitted heights in the R-5 Zoning District west of Fern Street. This heights pattern would yield a more discrete stepping down in this transition area than existing zoning currently permits by site plan (up to 125 feet). This type of approach and stepping down of heights to the residential neighborhoods has been effective throughout the Rosslyn-Ballston Corridor.

51. Why does the County propose to allow an 18-story building at 22nd Street and Eads Street?

Under the adopted Policy Plan, the recommended maximum building heights around the intersection of 22nd Street and Eads Street is 110 feet, which could translate into a building of up to 11 stories depending on use. These planned heights are slightly less than the 12 story Crystal Houses residential buildings located between Eads and Fern Streets. In the southwest quadrant of the intersection, maximum heights step down deliberately to 60 feet and then 35 feet in order to complete the transition to 23rd Street and Fern Street.

NEIGHBORHOOD INTEGRITY

52. Roughly 25 years ago the County established Cheerios Park in the median of 23rd Street between Clark Street and Crystal Drive. The County now proposes to eliminate that park to make room for a 300 to 330-foot tall skyscraper. As it is contrary to written County policy to destroy public parkland, what led you to believe that it was acceptable to bulldoze Cheerios Park in order to give bonus density to a developer?

The site where the park is located is private property but has an easement on it for public street and utility purposes. As part of a number of transportation improvements recommended for 23rd Street S. such as its reconfiguration with Clark/Bell, a street is planned where the park is currently located. The reconstruction of the street will provide additional street trees and other improvements to the streetscape. Future open space along this section of 23rd Street will be a public landscaped plaza on the corner of 23rd Street S. and Clark/Bell which will provide a usable public gathering place and add trees for relief from the surrounding buildings. A public pocket park is also planned for the corner of 23rd and Crystal Drive. In summary, the proposed redevelopment of the Cheerios Park site is part of a comprehensive planning effort that mitigates the loss of the Cheerios Park open space with strategically located and planned additional open spaces, streetscapes and other improvements.

53. Cheerios Park opens up Crystal City and, down 23rd Street, provides visual relief from the swath of buildings there. Why would the County choose to eliminate this aesthetically pleasing and calming plat of green in order to replace it with a dense wall of building? Why is the Park being eliminated since it was preserved as a "vista" saving feature in previous development plans?

A comprehensive transportation study for Crystal City was undertaken as part of the process. The study addresses safety, operations, and modifications to the transportation network in the context of the future redevelopment of Crystal City. Staff is not aware of previous development plans for which the County recommended the preservation of "Cheerios Park" as a vista feature. The difference in this case may be that changes to 23rd Street S. recommended in the Crystal City Plan are part of a comprehensive plan that includes streetscape improvements, multi-modal transportation features, public open space and other improvements. The creation of two new public plazas along the north side of 23rd Street S. between Clark Street and Crystal Drive will provide open space that is more usable to the general public.

54. The Policy Plan also envisions the infill development of many existing green spaces and the use of new buildings to "frame" replacement green spaces, i.e., constricting and narrowing the visual and aesthetic impacts of these spaces to the equivalent of air-shaft glimpses of the sky. How does such green space design enhance the desirability of Crystal City as a place to live, work, and play?

The Design Guidelines, Section 3.11 of the plan, provide specific building design details which are intended to keep buildings at a human scale and to preserve openings between the building towers for light and air. The buildings will form an edge along one or two sides of the public open spaces but will open to public streetscape on the other sides, thus making the space easily visible and inviting from the sidewalks and streets. The plan also proposes a variety of facilities for the open spaces that will provide a range of activities.

55. In a March 2001 report, the GAO stated that "higher density projects take longer to sell and obtain lower prices per square foot." Why, then, is the County promoting a policy that counteracts the sense of breathability and space provided by existing green spaces to order to replace them with the dehumanizing presence of high-rise buildings?

High density projects have succeeded throughout Arlington County, particularly in transit corridors and urban villages. These buildings have leased quickly and attained competitive rents. Despite the national economic downturn, Arlington County office markets remain among the best-performing in the region. We believe that the primary reason for our success has been creating urban environments that are attractive to employers, residents and visitors alike. Our vision of high density, mixed use, transit-oriented urban villages has resulted in many accolades, including earlier this year, when we were named the most economically resilient locality in the nation by Business Week magazine.

56. In the Policy Plan, the County proposes to claim "residual open spaces between buildings for their ability to provide visual relief and a calming influence." What led to the conclusion that open space is a "residue"? Why is open space being treated as an afterthought? How will our neighborhood vistas to the Potomac River be preserved?

In Section 2.2 - Goals and Objectives, the statement regarding the "residual open spaces" does not pertain to the public open spaces shown in the plan. This statement merely recognizes that additional openings between buildings will enhance the urban environment. As such, the "residual open spaces" are in addition to twenty-six (26) open spaces that have been defined in the Crystal City Vision Plan 2050. The plan also includes design concepts to guide the future development of these 26 open spaces. Providing open space and carefully integrating them into the plan was considered from the very beginning of the planning process.

TRAFFIC CALMING

57. In the late 1990's, in response to new development in the Rosslyn-Ballston Corridor, the County paid for a comprehensive set of traffic calming measures in Lyon Village. The Arlington Ridge Civic Association recently asked for a similar set of traffic calming measures in order to mitigate the effects of the approved Crystal City redevelopment. The County response was "No". Why can't we get the same beneficial treatment as Lyon Village? What was the total cost of the Lyon Village traffic calming package? How much would such traffic calming measures implemented in Arlington Ridge and Aurora Highlands civic association areas cost?

In 1998, the County Board approved a special one-time appropriation for a traffic calming plan for the Lyon Village neighborhood that addressed traffic issues on the streets that had the highest speeds and traffic volumes. In 2000, the County Board adopted the Neighborhood Traffic Calming Program which has a street-by-street approach rather than neighborhood-wide approach. Streets must meet certain speed thresholds to qualify for traffic calming assistance. In the past several years, staff have collected traffic data on many neighborhood streets in the Arlington Ridge and Aurora Highlands neighborhoods, but only a few have qualified for traffic calming assistance. Staff will continue to work with the community to identify any possible traffic calming projects as needed.

OTHER CONCERNS

58. What is the projected impact of the Policy Plan upon our local schools? Will children living in the redeveloped Crystal City area go to Oakridge Elementary and Gunston Middle schools? Will our school district be redefined to send neighborhood children to other schools?

Estimates for forecasting future impacts to Arlington Public Schools student enrollments have been looked at in a couple ways. Based on existing student generation ratios from within Crystal City (0.03 students per housing unit), there would be a net increase of 170

students by 2040, or an average increase of approximately 5 students per year. Alternatively, we also applied the current generation rates from housing units in Clarendon, Courthouse, and Virginia Square (0.07) to estimate the impact if Crystal City attracts more families over time. Based on this assumption, there would be a net increase of 360 students by 2040, or an average increase of approximately 12 students per year. Based on the current Arlington Public Schools district boundaries, students within the Crystal City planning area would attend Oakridge Elementary School and Gunston Middle School.

59. In the event of a disaster, how will emergency vehicles be able to access the Crystal City area quickly? In light of the massively increase density under the Policy Plan and the inadequacy of Route 1 to handle the increased traffic, if the area should have to be evacuated, how would this be accomplished?

Fire Station Number 5 is the County's newest facility for emergency response and is located less than one-half mile from Crystal City Metro Station. For most unplanned emergencies, a shelter in place is recommended, not an evacuation. In the event that an evacuation is necessary transit and walking are likely to play a major role. Crystal City has a higher concentration of transit services than any other location in Northern Virginia.

60. The April 29, 2009 study by the American Lung Association identified Northern Virginia as an area suffering from unhealthy air pollution levels. Poor air quality intensifies in regions with dense motorized vehicle traffic such as that generated by I-395 and Route 1. What measures does the County propose to institute to protect the health of our citizens - children walking to school, residents walking dogs, gardeners, the preschoolers on 23rd Street, individuals with compromised immune systems, babies in baby carriages, &c. - from the deleterious effects of such air?

One of the largest contributors to air quality problems in the Washington Region is from mobile sources (cars and trucks). Crystal City commercial buildings and residential buildings have the lowest rate of vehicle trip generation per unit of development in Northern Virginia. Households in Crystal City/Pentagon City drive less than 11 miles per day, less than 1/3rd the regional household average. For commercial office properties (based on a comprehensive commercial building survey that cover six Crystal City office properties), the single occupancy vehicle (SOV) mode share was 41%, the Northern Virginia average exceeds 70%. It is for this reason that the Federal Environmental Protection Agency has strongly encouraged urban infill development that is linked to transit and other travel options, e.g. walking.

61. On April 6, 2009, Mayor Bloomberg of New York City stated that 78% of the City's global warming was due to pollution from the City's buildings, especially from the use of electricity and natural gas. How does the County propose to counteract the potential for massively increased pollution and concomitant global warming engendered by the Crystal City redevelopment plan?

Many of Crystal City's commercial and residential building are over thirty years old and were built when energy efficiency was not the important focus that it is today. As this building stock is redeveloped, the County has the potential to achieve buildings with a much higher level of energy efficiency. The Plan's overall goal is to minimize the carbon footprint for Crystal City. More specifically, Policy Directive S1 states, "Reach, at a minimum, operational carbon neutrality in Crystal City through actions such as energy efficiencies, maximizing vegetated areas, comprehensive water and stormwater management ..." It should also be recognized that Crystal City is one of the most energy efficient places in Northern Virginia for development to occur given its rich array of non-auto travel options and existing utility infrastructure. Residential and office development here has a much smaller environmental impact on a square foot basis, then development in any other location outside of Arlington and portions of Alexandria.

62. Since Arlington is in competition with other jurisdictions for its water supply via an outdated water system, how sufficient are the County's water resources to supply the water needs of the proposed redevelopment as well as the ongoing needs of the County?

Arlington's experience with redevelopment indicates that as older buildings with associated plumbing systems and fixtures are replaced with new water efficient plumbing systems and fixtures, water demand drops even when the square footage of development increases. All redevelopment in Crystal City will be subject to the County's highest standards of sustainable development (see S1 through S3 in the policy directives).

63. Since we have lived here there has been ongoing upgrading of the sewage treatment plant. Does the plant have the capacity to handle the additional waster that will be generated by the proposed redevelopment?

The increased designed capacity of 40+ million gallons per day was planned in 2001 to accommodate anticipated growth in the County beyond 2020. Increased awareness and water saving devices/appliances have helped reduce anticipated increased volume even with additional growth. With the completion of the current upgrade, the Plant has sufficient capacity to accommodate growth in the County beyond 2020 based on current regulatory requirements and development of Crystal City, Pentagon City, Roslyn-Ballston corridor and Columbia Pike. That said, while capacity is not the issue, it is likely new environmental regulations will necessitate additional construction at our facility (as well as and other wastewater treatment plants) before 2020 even if there were no new development in the County.

64. Is the power grid sufficient to handle the demand of the approved Policy Plan?

See climate change impacts above. Yes, the power supply and electric grid are adequate to support redevelopment.

65. How will the greater volume of storm water runoff be controlled? What will be the impact of such runoff on the waterfowl sanctuary, Four Mile Run, and the Potomac River?

Storm water regulations as applied to development have become increasingly stringent over the last ten years, requiring detailed calculations of impervious cover, run-off and possible on-site retention. In addition, the LEED Building rating system also includes elements for innovative practices for on-site storm water management. All new site plan development in the County is expected to be LEED certified.

66. What are the benefits to the neighborhood of the County adopted Crystal City Policy Framework and Concept Plan?

The current planning effort for Crystal City is anticipated to achieve the same types of benefits that the County has received from carefully planned transit oriented development over the past several decades, such as: A great transportation system with some of the shortest commuting patterns in the region and Country; Tax dollars to invest in neighborhoods, schools and parks; A low tax rate, and; Lively urban areas with amenities such as restaurants, shops, cafes, coffee shops, movies and entertainment, often within walking distance to many of the residents and a short drive or bus trip to many others.

ATTACHMENT 2 Map of Crystal City Planning and BID Boundaries