Long Range Planning Committee Meeting
September 19, 2019
Review of proposed Crystal City Block Plan J-K

Collectively work towards:

A) Determining whether there are major outstanding issues with the proposed Block Plan (as opposed to the site plan) that should be addressed

B) Developing at least one Crystal City Block Plan Scenario Map including the envisioned uses and level of development associated with each site across the block
Tonight’s Agenda

1. Introductory Remarks - Chair

2. Background - Staff
   a. Overview of Block Plan Review Process
   b. Preliminary Review Schedule

3. Sector Plan Guidance for the Block – Staff

4. Presentation on Proposed Block Plan Elements, Scenarios and Justification – Applicant

5. Preliminary Staff Assessment of Proposed Crystal City Block Plan “Interim Condition” - Staff

6. LRPC Discussion – Chair

7. Concluding Remarks - Chair
2. Background
   a. Overview of Block Plan Review Process
2. CCBP Overview

• **What is a CCBP?** - A general, guiding long-range plan for a single block in Crystal City, east of Richmond Highway, **depicting existing and proposed general building locations, land use mix, tower coverage, public open space and facilities, transportation and other infrastructure, etc.**

• **When is a CCBP needed?** – Rezoning to C-O Crystal City.

• **How is it finalized?** - Adopted by County Board as supplemental guidance to Crystal City Sector Plan. **Does not create new entitlements.** 2 CCCBPs adopted to date.

• **What will the LRPC review encompass?** - LRPC review will focus on the **Crystal City Block Plan Document.**
  
  • Base maps, analyses, and supporting information
  
  • Culminates in proposed Block Plan scenario map(s) showing how the block could ultimately develop in the future and how it and the final site plan would achieve Sector Plan goals for the block.

*Submission also includes Block Development Document, (with civil, technical, legal drawings), primarily reviewed by staff.*
2. CCBP Community Services/Amenities

- Review of the CCBP also informed by Crystal City Community Services and Amenities Inventory

- Provides continual awareness on progress made towards meeting community-oriented service and amenity goals from a broader Crystal City perspective, as opposed to a block level perspective

- Inventory provides additional context for Planning Commission and community review of CCBPs and Final Site Plans; helps identify opportunities for achieving certain needs on a block
2. CCBP Review Process

**LRPC**
- The Block Plan is reviewed by the LRPC for consistency with the Sector Plan.

**SPRC**
- SPRC typically reviews the Final Site Plan after the Bock Plan review. The Block Plan and any proposed refinements are used as a guide for reviewing the final site plan.

**Planning Commission**
- Following the SPRC process, the Site Plan and Block Plan are presented to the full Planning Commission at a public hearing.

**County Board**
- The County Board then holds a public hearing to consider: 1) adoption of the Block Plan and 2) approval of the Final Site Plan, and any associated re-zonings.
- The adopted Block Plan would serve as the most current plan for the block, until the next site plan on the block necessitates an updated Block Plan.
2. Background
   b. Preliminary Review Schedule
2. Preliminary Schedule

LRPC Meetings
• September 19, 2019

SPRC Meetings
• October 25, 2019
• November 14, 2019
• December 19, 2019

Note: All dates subject to change.
3. Sector Plan Guidance for the Block
3. Sector Plan Guidance for the Block

BLOCK J-K
3. Sector Plan Guidance for the Block

I. CRYSTAL CITY BLOCK PLAN | BASE PLAN

Sector Plan Base Conditions - Plan View
as of 2010

Sector Plan Base Conditions - Orthophoto
as of 2010
3. Sector Plan Guidance for the Block

Existing Conditions Looking East
3. Sector Plan Guidance for the Block

Existing Conditions Looking West
3. Sector Plan Guidance for the Block

- Site located in the Central Business District, which is distinguished by a “convergence of existing and proposed public transportation components.”

- Sector Plan has 7 key plan goals, one of which is:
  - “Provide a mix of uses balancing office, residential, retail, cultural, and civic uses among several defined neighborhood centers.”
3. Sector Plan Guidance for the Block

I. CRYSTAL CITY BLOCK PLAN | BASE PLAN

Sector Plan Maps

Building Heights Map

Bulk Plane Angle Map

From Figure 3.8/7, pg. 97

LEGEND

35'
60'
75'
110'
150'
200'
250'
300'
OPEN SPACE WITHIN BUILD-TO LINES

NOTES:
1. HATCHING INDICATES THE LOWER HEIGHT FOR INFILL. THE GREATER HEIGHT IS FOR BLOCK SCALE DEVELOPMENT.
2. A DIMENSION, WHEN SHOWN ON THE MAP, ESTABLISHES THE POSITION OF A BOUNDARY BETWEEN DIFFERENT HEIGHT ZONES.
3. AN ADDITIONAL 2 TO 3 STORIES MAY BE CONSIDERED IN 200' ZONES ALONG 11TH AND 23RD STREETS.
4. IN INSTANCES WHERE EXISTING BUILDING HEIGHTS EXCEED THE BUILDING HEIGHTS SET FORTH IN THIS PLAN, SUCH BUILDINGS SHALL NOT BE DEEMED NON-COMPLIANT BY THE ADOPTION OR IMPLEMENTATION OF THIS PLAN AND NOTHING IN THE PLAN SHALL RESTRICT OR PROHIBIT THE RECONSTRUCTION, REDEVELOPMENT, OR MAINTENANCE OF SUCH BUILDINGS IN CONFORMITY WITH THEIR EXISTING BUILDING HEIGHTS AS PERMITTED IN THEIR APPLICABLE ZONING DISTRICT AND APPROVED SITE PLAN.

LEGEND

FRONTAGE  | HEIGHT AND ANGLE
----------|-------------------
A         | HEIGHT: 140' / ANGLE 40'
B         | HEIGHT: 120' / ANGLE 50'
C         | HEIGHT: 200' / ANGLE 50'
D         | HEIGHT: 180' / ANGLE 60'
E         | HEIGHT: 180' / ANGLE 45'
F         | HEIGHT: 220' / ANGLE 45'
G         | HEIGHT: 160' / ANGLE 45'
H         | HEIGHT: 100' / ANGLE 45'
I         | OPEN SPACE WITHIN BUILD-TO LINES

NOTE:
A DECORATION WHICH PROVOKES OR REOCCURS AT A KNOWN OR LENGTHY OR THE EDGE OF A BUILDING, OTHER THAN BUILDING党工委 WELL-BACKING WAREHOUSE

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3. Sector Plan Guidance for the Block

Tower Coverage is defined as the sum of the largest single floor of all buildings on the block, above the fifth floor, divided by the site’s net buildable area.
3. Sector Plan Guidance for the Block

1. CRYSTAL CITY BLOCK PLAN | BASE PLAN

Sector Plan Maps

Public Open Space Map

![Public Open Space Map](image)

Retail Frontage and Underground Map

![Retail Frontage and Underground Map](image)

Legend:
- **XX**: Park Number
- **PUBLIC OPEN SPACE**

Legend:
- **REQUIRED ON-STREET RETAIL FRONTAGE**
- **REQUIRED PEDEREANT CONNECTION RETAIL, CULTURAL AND CIVIC USES ALLOWED**
- **PROPOSED CONCEPTUAL INTERNAL PEDESTRIAN CONNECTION**
- **OPEN SPACE WITHIN BUIDLINGS UNITS**

Note:
- Retail is permitted but not required on all other frontages.
- Required retail frontages should be pedestrian-oriented.
- Open space may include space for access, entrances, and other elements.

From Figure 3.7.3, pg. 79

From Figure 3.9.3, pg. 107
3. Sector Plan Guidance for the Block

Arlington County Retail Plan - Gold

- Design Standards: Exterior & Interior
- Retail Sales
- Food Establishments
- Entertainment Establishments
- Services
- Repairs
- Retail Equivalents

Other uses as permitted in the Zoning Ordinance may be approved, on a case-by-case basis, by the County Board.
3. Sector Plan Guidance for the Block

I. CRYSTAL CITY BLOCK PLAN | BASE PLAN

Sector Plan Maps

Build to Lines Map

Street Network and Typology Map

Legend:
- **X**: Concept Plan Block
- ****: Build to Line
- **---**: General Street Center Line
- ****: Open Space within Build to Lines

Notes:
1. Numbers represent distance from building face to building face. Spaces vary subject to notification depending upon proposed transpark requirements.
2. Portion of Crystal Dr and any other existing A/F right-of-way with approach point condition.
3. Proposed building lines at elevated intersect with open spaces. Street rights-of-way represent the approximate orientation between public open space and sidewalk.

Legend:
- **TYPE A (RETAIL ORIENTED MIXED-USE ARTERIAL)**
- **TYPE B (URBAN MIXED-USE ARTERIAL)**
- **TYPE C (URBAN CENTER LOCAL)**
- **TYPE D (URBAN CENTER LOCAL)**
- **TYPE E (URBAN CENTER LOCAL)**
- **TYPE F (NEIGHBORhood MINOR)**
- **ALLEY PROPOSED**

Note: Additional alleys are encouraged beyond those indicated on the map.
3. Sector Plan Guidance for the Block

I. CRYSTAL CITY BLOCK PLAN | BASE PLAN

Sector Plan Maps

Base Density Map

ARCHITECTURAL FEATURE

ARCHITECTURAL FEATURE

LEGEND

LEGEND

Note: The Base Density for development on the J-K Block is 3.8 (commercial) or 4.8 (residential) for the entire block area of 413,238 SF, which includes the future Center Park land area. The Base Density associated with the land area for the future Center Park will be attributed to other development parcels, at the landowner’s discretion.
3. Sector Plan Guidance for the Block

ARCHITECTURAL FEATURES

- Innovative architectural expression should be given wide latitude in featured locations; guidelines on massing and setbacks are relaxed.

- Architectural features range from a special corner treatment to a complete building tower.

- Feature locations are often paired; each location should respond in a reciprocal manner as part of a larger urban-design composition.

- Coordinated frontages should mutually respond in massing, materials, and architectural language to visually unify the common space or street they frame.

- Where recommended architectural feature locations overlap with bulk-plane angles, consideration may be given for flexibility for portions of such frontages to vary somewhat from bulk-plane angles.
3. Sector Plan Guidance for the Block

I. CRYSTAL CITY BLOCK PLAN | BASE PLAN

Sector Plan Maps

Surface Transitway Map

Service and Loading Map

From Figure 3.6.11, pg. 57

From Figure 3.9.4, pg. 111

LEGEND

PROPOSED NEAR-TERM TRANSITWAY ALIGNMENT
PROPOSED MID-TERM TRANSITWAY ALIGNMENT
PROPOSED LONG-TERM TRANSITWAY ALIGNMENT
METRO LINE

NOTE:
THE LOCATIONS OF THE PROPOSED TRANSIT STOP SHOWN ON THIS MAP ARE ILLUSTRATIVE AND GENERAL, WITH FINAL LOCATIONS TO BE DETERMINED THROUGH FUTURE STUDIES AND PLANNING.

LEGEND

GENERALLY PREFERRED FRONTAGE WHERE LOADING SERVICE AND GARAGE ENTRANCES ARE LOCATED ON A STREET
OPEN SPACE WITHIN BUILDING FOOTPRINTS

NOTE:
1. GENERALLY, FRONTAGE ALLEYS SHOULD NOT BE PROVIDED WITH LOADING AND SERVICE, LOADING, AND GARAGE ENTRANCES OR DOORS. THEY ARE TO BE LOCATED TO THE FARTHER SIDE OF STREET ROWS.
2. WHEREVER POSSIBLE, SERVICE AND PARKING ENTRANCES SHALL NOT BE LOCATED ON THE 20TH STREET ROW.

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INTRODUCTION

The J-K Block is framed by Jefferson Davis Boulevard/US 1 to the west, Crystal Drive to the east, 18th Street to the north and 20th Street to the south. In the Sector Plan, this block is within the Central Business District ("CBD") and denoted as Blocks J and K.

The CBD, encompassing the J-K Block and the block immediately to its north, is oriented around the existing Metro Station entrance, Metro Market Square and Center Park (Figure 3.3.6). With the convergence of the existing and proposed public transportation components in Crystal City (Metro, transit, VRE, bus, carpool), this location is intended under the Crystal City Sector Plan to support the highest levels of commercial density within the planning area. While a Class A office district is envisioned on both sides of 18th Street, increased residential density is also planned for areas within the Central Business District.

1. Summary of Major Sector Plan Recommendations Specific to the Block

BUILDINGS AND DEVELOPMENT

Density: Most of the existing buildings within the J-K Block are envisioned as future redevelopment sites (Figure 3.3.5). The J-K Block is in a High Density zone (Figure 3.8.12). The Base Density for development on the J-K Block is 3.8 (commercial) or 4.8 (residential) for the entire block area of 413,238 SF, which includes the future Center Park land area. The Base Density associated with the land area for the future Center Park will be attributed to other development parcels, at the landowner’s discretion. (Figure 3.8.2)

Massing and Placement: Building locations and bulk plane angle are intended to frame and support the future Center Park as well as the Metro Market Square Park north of 18th Street.
• Target size is 74,200 square feet – the largest park in Crystal City.
• It is intended to be the centerpiece of Crystal City.
• It is envisioned as an open space with a civic character. A wide variety of uses could include passive recreation, exhibitions, concerts, festivals, cafes, 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.
3. Sector Plan Guidance for the Block

Center Park

- A prominent vertical architectural feature could be located at the southwest corner to signal a point of entry and gathering.
- A strong link between 18th and 20th Streets should also be considered with a grand stair/seating area… as a possible strategy to negotiate the grade difference.
- Much of the park should be pervious and predominately grass.
- Special art features, artistic lighting, cisterns within the park and adjacent buildings could capture rainwater for irrigation, wind turbines and/or solar panels as art/education/power sources.
Center Park

• Post-approval, a community engagement process will shape a Park Master Plan (PMP) and Design Guidelines for the public space areas located at Center Park. This process may include (but is not limited to): contracting with a design firm, providing for in-person and online engagement opportunities, and review by County advisory commissions and the County Board.

• The Public Spaces Master Plan (PSMP) contains eleven (11) priority actions, and Priority Action 7, Section 1.5.9. specifies the development of park master plans for all new parks or when renovation of an existing park requires a major rearrangement of park amenities. Included within this action are:
  • Future parks in Crystal City & Columbia Pike (identified in adopted Sector and Form Based Code plans)
3. Sector Plan Guidance for the Block

• 110’ between build-to lines
• 15’ - 18’ Sidewalk along site
3. Sector Plan Guidance for the Block

- 100’ between build-to lines
- 18’ - 20’ wide sidewalk along project
3. Sector Plan Guidance for the Block

- 100’ between build-to lines
- 17.5’ wide sidewalk on west side of Crystal Dr.
Appendix 3 – County Board Guidance for the Implementation and Elaboration of the Crystal City Sector Plan

Additional Area-Wide Goals to Consider:

- **Housing** | 800 additional committed or market rate affordable units above projected 1,200 units in/near Crystal City

- **Public Space** | 14 to 15 total acres of publicly-available open space east of Route 1

- **Connectivity** | Additional cross-streets and pedestrian passageways east of Route 1

- **Energy** | Design and construction with a preference for easy conversion to district energy systems
4. Applicant Presentation of Proposed Block Plan Elements, Scenarios, and Justification
5. Preliminary Staff Assessment of Proposed Crystal City Block Plan “Interim Condition”
## 5. Summary of Sector Plan Deviations

### Scenario 1

<table>
<thead>
<tr>
<th>CCSP Map/ Item</th>
<th>CCSP Page</th>
<th>Deviation (Y/N)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coordinated Frontage</td>
<td>119</td>
<td>Y</td>
<td>Plan calls for coordinated frontage along east side of Center Park. The N. and S. buildings do not have a coordinated frontage.</td>
</tr>
<tr>
<td>Surface Transit</td>
<td>57</td>
<td>Y</td>
<td>The street section for 18th St. identified in the Plan includes a dedicated street car/transit lane. The project proposes to provide the street cross-section recently approved with the Block G2 redevelopment.</td>
</tr>
<tr>
<td>Services &amp; Loading</td>
<td>111</td>
<td>N</td>
<td>Plan calls for services/loading on 20th Street near Crystal Drive but says alleys should be provided wherever possible. (Proposed alley for services and loading.)</td>
</tr>
<tr>
<td>Street Network</td>
<td>51</td>
<td>Y</td>
<td>Project proposes the addition of new alleys to break up the block, with new vehicular access from Crystal Drive.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The Plan supports the addition of alleys to support service, loading, and parking access as proposed with north/south midblock connection. Vehicular access from Crystal Drive, however, was not envisioned in the Plan.</td>
</tr>
</tbody>
</table>
## 5. Summary of Sector Plan Deviations

### Scenario 1

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<th>CCSP Page</th>
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<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td>72, 73</td>
<td>TBD</td>
<td>Final site plan will determine calculations.</td>
</tr>
<tr>
<td>Base Density</td>
<td>93</td>
<td>N</td>
<td>Plan calls for residential density of 4.8 FAR (Proposed 5.04 FAR includes LEED bonus.)</td>
</tr>
<tr>
<td>Architectural Features</td>
<td>119</td>
<td>TBD</td>
<td>Plan calls for architectural feature on 18th Street/Crystal Drive corner of N. building. Final site plan review will determine if met.</td>
</tr>
<tr>
<td>Build-to-Lines</td>
<td>47</td>
<td>Y</td>
<td>Proposed build-to-lines of 100’ building face to building face is not achieved on 20th Street.</td>
</tr>
<tr>
<td>Street Sections</td>
<td>63, 66</td>
<td>Y</td>
<td>The project proposes providing the minimum amount of sidewalk and streetscape identified for 18th, 20th, and Crystal Drive.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The street section for 20th St. identified in the Plan includes on-street parking on the north side of the street that is not provided.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The street section for 18th St. identified in the Plan includes a dedicated street car/transit lane. The project proposes to provide the</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>street cross-section recently approved with the Block G2 redevelopment.</td>
</tr>
<tr>
<td>CCSP Map/ Item</td>
<td>CCSP Page</td>
<td>Deviation (Y/N)</td>
<td>Description</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-----------</td>
<td>-----------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Building Heights</td>
<td>94, 95</td>
<td>N</td>
<td>Plan calls for 300’ absolute maximum height. “Flexibility, if any, should only be considered in instances where the resulting redevelopment significantly furthers plan goals…” (Both buildings proposed at approx. 299’.)</td>
</tr>
<tr>
<td>Bulk Plane Angle</td>
<td>97</td>
<td>N/A</td>
<td>No requirements for this site per the Plan.</td>
</tr>
<tr>
<td>Tower Coverage</td>
<td>99</td>
<td>N</td>
<td>Plan calls for tower coverage allowable of 85% of net buildable area. (North and South buildings under 85%.)</td>
</tr>
<tr>
<td>Tower Separation</td>
<td>94</td>
<td>N</td>
<td>Plan calls for separation greater than 60’ between building towers above the 5th floor. (Separation of 63’ or more is proposed.)</td>
</tr>
<tr>
<td>Land Use Mix</td>
<td>103</td>
<td>Y</td>
<td>Site located in the “Central Business District.” Plan calls for minimum 70% office. Current use mix is 83.4% office. Proposed mix ranges from 14.9% to 60.9% depending on the scenario. Plan does call for addition of residential overall to Crystal City.</td>
</tr>
<tr>
<td>Public Open Space</td>
<td>79, 83</td>
<td>Y</td>
<td>The portion of Center Park intended to provide a connection (visual or physical?) to/from 18th Street is not provided. Alley and pedestrian plaza not anticipated in Plan as part of Center Park.</td>
</tr>
<tr>
<td>Retail Frontage/ Underground</td>
<td>107</td>
<td>N</td>
<td>Plan calls for retail on Crystal Drive, 18th Street and on eastern edge of Center Park. Retail proposed in these locations.</td>
</tr>
</tbody>
</table>
5. Street Network Deviations

Sector Plan Street Network and Typology

Proposed New Alleys

Applicant Proposal

Sector Plan notes that:

- “Wherever possible, alleys should be provided within blocks and service, loading, and garage entrances should be located at these alleys rather than on street frontages.”

- “Wherever possible, service and parking entrances shall not be located on Type A or B streets.” (p. 111)
5. Service and Loading Deviations

Sector Plan Loading/Service

Applicant Proposal

LEGEND

| GENERALLY PREFERRED FRONTAGE WHERE LOADING, SERVICE, AND GARAGE ENTRANCES ARE LOCATED ON A STREET |
| OPEN SPACE WITHIN BUILD-TO LINES |

LEGEND

| EXISTING GARAGE OR LOADING ENTRIES | PROPOSED GARAGE OR LOADING ENTRIES |
| PROPOSED REZONING AREA JK-1 | EXISTING PEDESTRIAN CORRIDORS |
| EXISTING BUILDINGS | PROPOSED RETAIL AT MIDBLOCK CONNECTION BELOW CENTER PARK |
| FUTURE CENTER PARK AREA | PROPOSED RESIDENTIAL BUILDING TOWER |
| EXISTING/POTENTIAL PEDESTRIAN ZONES | PROPOSED RESIDENTIAL BUILDING PODIUM |
| EXISTING/POTENTIAL PLANTING ZONES | PROPOSED STAIR UP TO CENTER PARK |
| EXISTING METRO STATION ENTRY | POTENTIAL SECOND METRO ENTRY (NOT ASSOCIATED WITH THIS BASE PLAN) |
| PUBLIC PLAZA | MIDBLOCK CONNECTION |
| PUBLIC OPEN SPACE | |

From Figure 3.9.4 pg. 111
5. Build-to-Lines/Street Deviations

Sector Plan Build-to-Lines

Applicant Proposal

- Proposed build-to lines not achieved on 20th St..
- Street cross-section not achieved on 20th St., on-street parking not provided along north side of street.
- Street cross-section not achieved on 18th St. compared to Sector Plan, however the street cross-section is consistent with plans approved for Block G2 to the north.
5. Land Use Mix

Sector Plan Land Use Mix

Existing Conditions

<table>
<thead>
<tr>
<th>USE</th>
<th>PERCENT OF BLOCK GFA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>83.4</td>
</tr>
<tr>
<td>Retail</td>
<td>2.1</td>
</tr>
<tr>
<td>Residential</td>
<td>0.0</td>
</tr>
<tr>
<td>Hotel</td>
<td>14.5</td>
</tr>
<tr>
<td>Other</td>
<td>0.0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100.0</td>
</tr>
</tbody>
</table>

- Sector Plan calls for a minimum 70% office
- 83.4% office existing
5. Land Use Mix

Sector Plan Land Use Mix

Applicant Proposal

RESULTING USE MIX RATIOS (per site plan)

<table>
<thead>
<tr>
<th>USE</th>
<th>EXISTING % OF BLOCK</th>
<th>PROPOSED % OF BLOCK</th>
<th>% CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>83.4</td>
<td>45</td>
<td>-38.4</td>
</tr>
<tr>
<td>Retail</td>
<td>2.1</td>
<td>3.6</td>
<td>1.5</td>
</tr>
<tr>
<td>Residential</td>
<td>0.0</td>
<td>29.9</td>
<td>29.9</td>
</tr>
<tr>
<td>Hotel</td>
<td>14.5</td>
<td>11.5</td>
<td>-3.5</td>
</tr>
<tr>
<td>Other</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100.0</td>
<td>100.0</td>
<td>0</td>
</tr>
</tbody>
</table>

- 45% office and 40% residential
5. Open Space Deviations

Sector Plan Open Space

Applicant Proposal

LEGEND

EXISTING GARAGE OR LOADING ENTRIES
PROPOSED GARAGE OR LOADING ENTRIES
PROPOSED REZONING AREA JK-1
EXISTING PEDESTRIAN CORRIDORS
EXISTING BUILDINGS
PROPOSED RETAIL AT MIDBLOCK CONNECTION BELOW CENTER PARK
FUTURE CENTER PARK AREA
PROPOSED RESIDENTIAL BUILDING TOWER
EXISTING/POTENTIAL PEDESTRIAN ZONES
PROPOSED RESIDENTIAL BUILDING PODIUM
EXISTING/POTENTIAL PLANTING ZONES
PROPOSED STAIR UP TO CENTER PARK
EXISTING METRO STATION ENTRY
POTENTIAL SECOND METRO ENTRY (NOT ASSOCIATED WITH THIS BASE PLAN)
PUBLIC PLAZA
MIDBLOCK CONNECTION
PUBLIC OPEN SPACE

From Figure 3.7.3, pg. 79
6. LRPC Discussion

A) Determining whether there are **major outstanding issues** with the proposed Block Plan (as opposed to the site plan) that should be addressed

B) Developing at least one **Crystal City Block Plan Scenario Map** including the envisioned uses and level of development associated with each site across the block
8. Concluding Remarks