Crystal City Block M

September 10, 2020

Long Range Planning Committee (LRPC) Meeting

2000/2001 S. Bell Street and
223 23rd Street/2250 Crystal Drive

Project 1 Website: https://projects.arlingtonva.us/projects/2001-clark-st/

Project 2 Website: https://projects.arlingtonva.us/projects/2250-crystal-drive/
Presentation Outline

- Block Plan FAQs
- Purpose of LRPC Meeting
- Staff’s Assessment of Proposed Block Plan
- Next Steps
Block Plan Purpose

Allows for planning analysis at the block level and helps to ensure that:

- Crystal City develops consistent with Sector Plan vision
- Proposed new buildings do not preclude future planned improvements
- Systems and infrastructure continue to function during redevelopment
- Focus is maintained on timing of community improvements

1. Plaza 1
2. 220 20th Street
3. 2100 Crystal Drive
4. 2200 Crystal Drive
5. Plaza 5
6. Plaza 6
7. Crystal Plaza Apartments
Block Plan FAQs

- **What is a Crystal City Block Plan (CCBP)?**
  - A general, long-range plan guiding redevelopment within a single block in Crystal City, for sites located east of Richmond Highway. Block Plans depict existing and proposed general building locations, land use mix, tower coverage, public open space facilities, transportation, and other infrastructure.

- **When is a CCBP required?**
  - A CCBP is required in conjunction with a site plan when located east of Richmond Highway and when a rezoning to C-O Crystal City is requested.

- **How is it finalized?**
  - Adopted by the County Board along with the Site Plan proposal as supplemental guidance to the Crystal City Sector Plan. There have been 3 CCBPs adopted to date.

- **What is the difference between a Block Plan and Site Plan?**
  - A Block Plan is a guiding document for an entire block. A site plan reviews a particular development proposal for a site within a block. Once a Block Plan is updated, its new version will inform any subsequent Site Plan applications for that block in the future.
Purpose of LRPC Meeting

Work towards determining whether there is:

A. General LRPC consensus that one or more of the block plan scenarios meets sector plan goals and is ready to inform the SPRC review of final site plans

OR

B. General LRPC consensus that major issues are outstanding with the proposed Block Plan and should be addressed before SPRC commences

* Next steps going forward to be informed by outcome of this meeting *
### Review Process

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<td>Online Feedback Opportunity</td>
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<td>VIRTUAL SPRC MEETING</td>
<td>Block Plan, Site Plan, Community Benefits PDSP</td>
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<td>Block Plan Review</td>
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1. Anticipated schedule is subject to change based on nature of public feedback and guidance from Planning Commission.
2. SPRC discussions would occur independently for each of the two site plans (sequencing/order TBD).
3. Public Hearings may also include other Commissions such as Transportation and Parks & Recreation.
Staff’s Assessment of Proposed Block Plan
Online Feedback Results

Three Major (Block Plan) Issues Consistently Highlighted by Community:

1. Street Network/Circulation
2. Open Space
3. Underground Connection

Other Issues (which are site specific) may be more appropriate for SPRC discussion:

- Architectural Features
- Retail Frontages
- Built-to-Lines
- Loading and Vehicular Access
<table>
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<tr>
<th>CCSP Map/ Item</th>
<th>CCSP Page</th>
<th>Deviation (Y/N)</th>
<th>Description</th>
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<tbody>
<tr>
<td>Building Heights</td>
<td>94, 95</td>
<td>Y</td>
<td>The Sector Plan calls for a 200’ maximum building height for building 2001 S. Bell St. Building #2 exceeds this height by 13’ due to the taller ceiling volume at the corner. The applicant has already confirmed this will be addressed and conform to the building height maximums.</td>
</tr>
<tr>
<td>Bulk Plane Angle</td>
<td>97</td>
<td>N</td>
<td>While bulk plane requirements are not met for 2000/2001 S. Bell Street, the applicant has submitted a shadow study indicating proposed heights will ensure Center Park will have “no less than 55% solar exposure” as indicated in the Sector Plan.</td>
</tr>
<tr>
<td>Tower Coverage</td>
<td>99</td>
<td>N</td>
<td>Sector Plan calls for tower coverage allowable of 85% of net buildable area. The proposed buildings are under the allowable percentage.</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. All four buildings meet this requirement.</td>
</tr>
<tr>
<td>Land Use Mix</td>
<td>103</td>
<td>N</td>
<td>The Sector Plan allows for a mix of uses and requires a minimum of 40% residential. The proposal results in 54.4% of residential uses for the entirety of the block.</td>
</tr>
<tr>
<td>Public Open Space</td>
<td>78, 79, 84</td>
<td>Y</td>
<td>The Sector Plan calls for 3 open spaces to be located within the application areas. The applicant does not show space #11, and the other two open spaces (#8 and #10) are shown in different areas/configurations or as part of future phases of development.</td>
</tr>
<tr>
<td>Base Density</td>
<td>93</td>
<td>N</td>
<td>Sector Plan calls for commercial density of 3.8 FAR or 4.8 if residential. Anticipated density associated with 223 23rd Street and 2300 Crystal Drive buildings was previously included in Crystal City PDSP for purposes of establishing community benefits.</td>
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# Sector Plan Deviations Summary

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<td>Build-to-Lines</td>
<td>47</td>
<td>Y</td>
<td>A number of required built-to-lines cannot be met with the proposed alignment of Clark-Bell street as it differs from the Sector Plan. The introduction of a new service road also results in new built-to-lines. Additionally, open space #10 relocation to the west impacts build-to-lines which were planned to frame this open space.</td>
</tr>
<tr>
<td>Street and Streetscape Sections</td>
<td>63, 122</td>
<td>Y</td>
<td>Clark Bell street is required to have a 15’-18’ wide sidewalk; the applicant is proposing sidewalk widths ranging from only 8 feet to 14.5 feet. Sector Plan also calls for a 80-foot cross section on Clark-Bell Street; the proposed street width for this segment is only 72’.</td>
</tr>
<tr>
<td>Surface Transit</td>
<td>57</td>
<td>N</td>
<td>The Sector Plan calls for a transit stop on Clark-Bell St. by the proposed plaza. The two site plan proposals are not proposing any modifications to the existing transit stop.</td>
</tr>
<tr>
<td>Services &amp; Loading</td>
<td>111</td>
<td>Y</td>
<td>The proposed street network is different than the one shown in the Sector Plan, therefore, most of the loading points are not in line with the Sector Plan.</td>
</tr>
<tr>
<td>Street Network</td>
<td>51</td>
<td>Y</td>
<td>The Sector Plan calls for the addition of a connector street (Clark-Bell) between existing 20th and 23rd Streets. This project delivers this connector but with a very different layout. The applicant also proposes a road connecting 23rd street to the new internal road of the block. 23rd Street is also proposed to be slightly narrowed as other improvements are implemented.</td>
</tr>
<tr>
<td>Retail Frontage/ Underground</td>
<td>107, 89</td>
<td>Y</td>
<td>Pedestrian access to the underground will be provided along the sidewalk of the new (north/south) internal road. The applicant does not provide retail frontage along the planned open space #10 since it is shown further west (and expected to deliver with future redevelopment).</td>
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Sector Plan Guidance

- Sector Plan calls for an **80’ separation** between the building faces on the new Clark Bell Street with a 15’-18’ sidewalk width.

- The applicant is proposing a **72’ built-to-line separation** and a sidewalks ranging from only 8 feet to 14.5 feet.
Street Network – Proposed Block Plan

Proposed alignment of Clark-Bell street includes several 90 degree turns as it continues to function at the western edge of the block. The Sector Plan indicates this roadway should ultimately be realigned further inside the block in a manner which facilitates easier turning movements for automobiles, emergency vehicles, and transit.

The proposed orientation may present future challenges to transit connectivity through this block.

Since the proposed street network is also different than the one shown in the Sector Plan, many of the loading points and several built to lines are also inconsistent.
Street Network – Staff Feedback

2000/2001 S. Bell Street Site Plan

- Staff continues to have significant concerns about loading/bus conflicts, buses navigating the proposed alignment of Clark-Bell Street, and maintaining the Metroway level of service

223 23rd Street/2250 Crystal Drive Site Plan

- The two buildings proposed along 23rd Street do not initially pose an issue to transit operations as the Metroway would continue to rely on S. Clark Street and utilize the existing bus stop on S. Clark Street
- However, future redevelopment of 2221 Clark Street (WeLive/WeWork building) could only occur once appropriate turning movements can be demonstrated throughout the block (specifically in the scenario where the Dweck property is not redeveloped), and the bus stop is relocated
#8. **Park/Plaza.** Park with trees, gardens and benches along a path connecting the park to Crystal Drive.

#9. **Pocket Park.** Landscaped space with interactive elements to activate the space, a path, and seating *(not required with JBGS redevelopment).*

#11. **Plaza.** Landscaped plaza with tables and seating for outdoor dinning.

**#10. 23rd Street Plaza.** A retail plaza with pervious paving and landscaping.
- Target Size – 13,000 sqft
- At grade access from 23rd Street.
- Neighborhood gathering place, with benches, café seating, and a fountain or sculptural piece at the center of the plaza.
- Direct entrance to the underground or connect to the existing access point on 23rd Street.

Not subject to current proposal (located on Dweck property)
Public Open Space – Proposed Block Plan

- **Open Space #11** is not shown on the block plan.
- **Open Space #10** is proposed to be provided in the future (when adjacent building to the west redevelops).
- **Open Space #8** is proposed to be modified in its location and configuration.
Open Space #8:
- CCSP calls for a 9,700 SF area, aligned east/west, functioning as a public open space
- While it’s reconfiguration can be debated, the overall square footage should not be reduced in the long term conditions depicted in the block plan
- If the initial phase of redevelopment cannot accommodate the 9,700 SF area, the block plan should indicate how this can be fulfilled with future JBGS redevelopment

Open Space #9:
- While located on Dweck property, this open space should also be shown with final scenario depicting long-term redevelopment of the block (for consistency with CCSP)

Open Space #10:
- CCSP calls for a 13,000 SF area, aligned to the east of future Clark/Bell Street with frontage along 23rd Street
- If this open space is proposed to be shifted west and delivered at a future date to coincide with the 2221 S. Clark St. redevelopment, further clarity would be needed regarding the timing for implementation and use of proposed interim open spaces

Open Space #11:
- If open space #11 is not feasible to be provided at the corner of 23rd Street and Crystal Drive, its area of 3,300 SF should be added to future open space #10 or depicted elsewhere on the block plan within properties owned by JBGS
- Staff’s preference (in the proposed scenario) is to consolidate open spaces #10 & #11
Proposed Interim Open Spaces by JBGS:

2250 Crystal Drive:
- JBGS has indicated the 2250 Crystal Drive (office) building may not be constructed until such time when an anchor tenant is secured.
- In this scenario, while the 223 23rd Street (residential) tower is constructed, an opportunity to create a 11,000 SF open space may be possible to the east.

2221 S. Clark Street:
- JBGS has also proposed to utilize the existing space immediately south of the 2221 S. Clark Street building (WeLive/WeWork) as an interim open space.
- Additional details of how this may address existing vehicular access and grade changes will be needed.
- JBGS also needs to compare the proposed space to the approved site plan amendment which delivered WeLive/WeWork as some of these areas were already committed as amenities for that building.

Staff's Overall Assessment:
While not part of the block plan, both interim open space opportunities should be explored further to ensure open space opportunities continue to exist with various stages of construction/phasing of development on this large block.

Unlike permanent open spaces, the proposed interim park areas would be designed, constructed, and maintained by JBGS.
In the Master Plan, the Underground will be preserved in much of its current form, although new development that replaces existing buildings will require an evolution in both its form and program. The Underground will have improved access to, and frontage on, the street, which in some cases may lead to street level crossings where it’s not feasible to continue the Underground below the street. Combined, these efforts will enhance the pedestrian experience, promote economic vitality, and integrate the Underground into the larger public realm of Crystal City. (For more information regarding the recommendations for the Underground, see Section 3.9.3.) The new and existing elements of the Underground should include:

- A continuous pedestrian connection extending from 12th Street south to 23rd Street with connections to hotels on the west side of Jefferson Davis Boulevard,
- Vertical connections to the lobbies of buildings above,
- Connections to Metro and other modes of public transportation,
- Convenient access to parking,
- Mid-block access to streets,
- Direct connections between street-fronting retail and the interior corridor and retail uses,
- New cultural and arts features such as theaters, playhouses, galleries, and exhibit space, all located within the Underground with both interior and exterior marquee frontage,
- Clear and effective wayfinding signage and other elements that help orient pedestrians,
- An active Public Art program with projects specifically targeted for the Underground.

Action 17: Develop a Strategy for Enhancing the Multi-Faceted Role that the Underground serves in the Crystal City Community.

As noted in several different parts of the Plan and as confirmed in Policy 16 which specifically deals with the Underground, this feature of Crystal City as it exists today already serves a multitude of different functions. In the context of several important objectives of the Plan, however, there is scope for substantial improvement.

A strategy needs to be established from the outset, to serve as guidance during redevelopment, and to help ensure continued and improved efficacy of the following functions: a) facilitating and encouraging the increased use of public transit by providing a convenient and protected pathway to the Metro entrance(s) and the planned multi-modal transit center; b) providing an added dimension to the walkability of Crystal City; c) containing space for retaining retail suited for interior locations as a complement to storefront retail while also providing additional access to such storefront retail; and d) offering excellent opportunities for the positioning of community/County services, arts & entertainment facilities, and community gathering space.
Pedestrian access to the Underground will be maintained throughout the block.

Southern end near 23rd Street will be accessed along the sidewalk of the new (north/south) road.

While access would be maintained, this final southern segment (between the two new buildings) would no longer be protected from inclement weather.
The Underground – Staff Feedback

- As proposed, the updated infrastructure of the Underground on this block would continue to support key CCSP goals:
  - Preserving the Underground in much of its form
  - Maintaining its access to retail and various pedestrian crossings
  - Integrating the Underground into the larger public realm

- Protecting the Underground from inclement weather (as part of an enclosed/conditioned environment) is not one of the required elements found in the Zoning Ordinance, Article §7.16 (C-O Crystal City)

- Staff is therefore willing to consider the proposal further and continue the discussion with the Long Range Planning Committee, as it continues to be informed by public feedback on this issue
LRPC Discussion

Work towards determining whether there is:

A. General LRPC consensus that one or more of the block plan scenarios meets sector plan goals and is ready to inform the SPRC review of final site plans

OR

B. General LRPC consensus that major issues are outstanding with the proposed Block Plan and should be addressed before SPRC commences

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