



2250 Crystal Drive & 223 23rd Street

Hybrid SPRC #2

September 2022

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PROGRAM

Program Overview

	2250 Crystal Drive	223 23 rd Street
Residential GSF	655K GSF	433K GSF
Retail GSF	14K GSF	8K GSF
Units	826	613
Height	304'	309'
Parking	126 spaces on site <u>123 spaces off site</u> 249 total spaces (.30x)	117 spaces on site <u>77 spaces off site</u> 194 total spaces (.30x)



2250 CRYSTAL DRIVE

SPRC #1 Follow Up

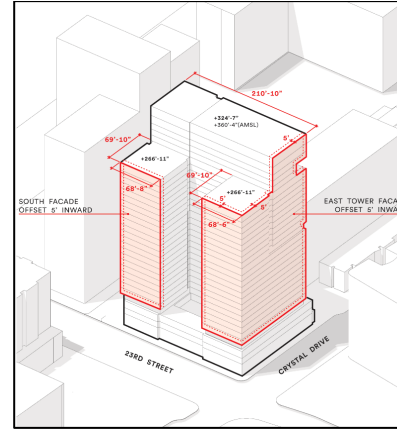
Tower Massing Update

- What We Heard

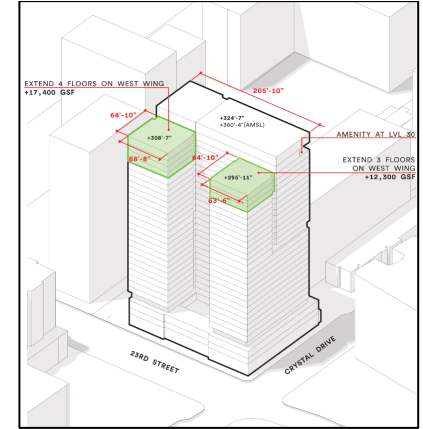
- Presented a revised massing option introducing 5' setbacks above the podium on all sides
- Irregular sculpting was required to implement the setbacks
- The Community preferred the original sculpting

- Current Proposal

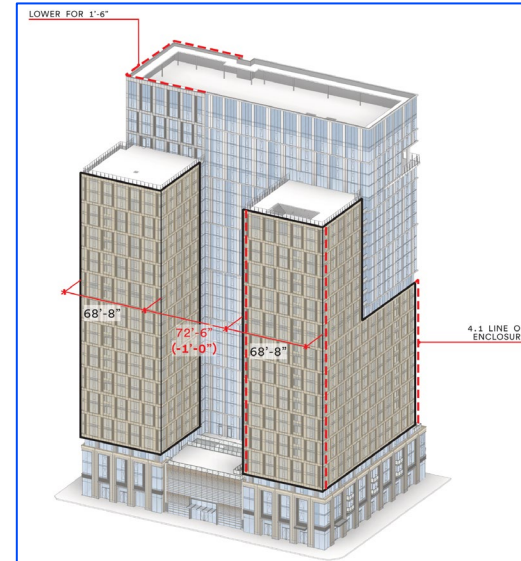
- Applicant has worked with Staff on a more targeted increase to setback on Crystal Drive
- Increased articulation along Crystal Drive and of building top
- Preserves the original design intent favored by the community



Original Massing

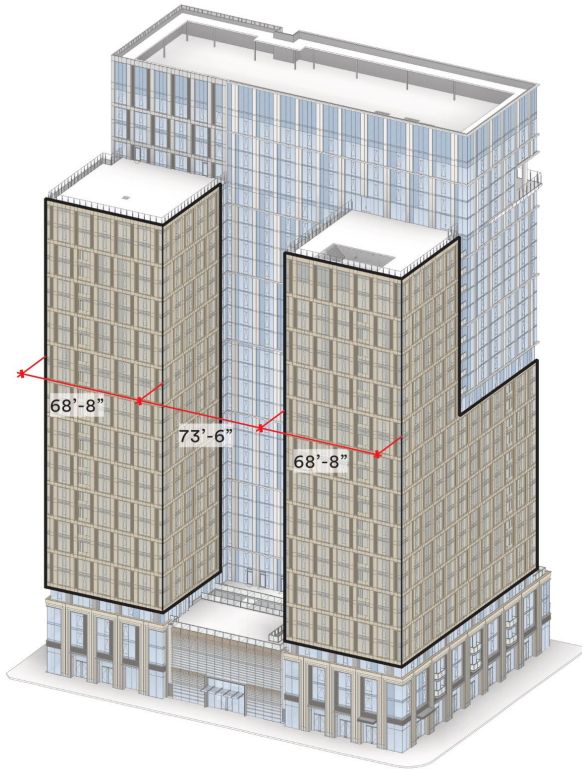


Previous Proposal (07/2022)

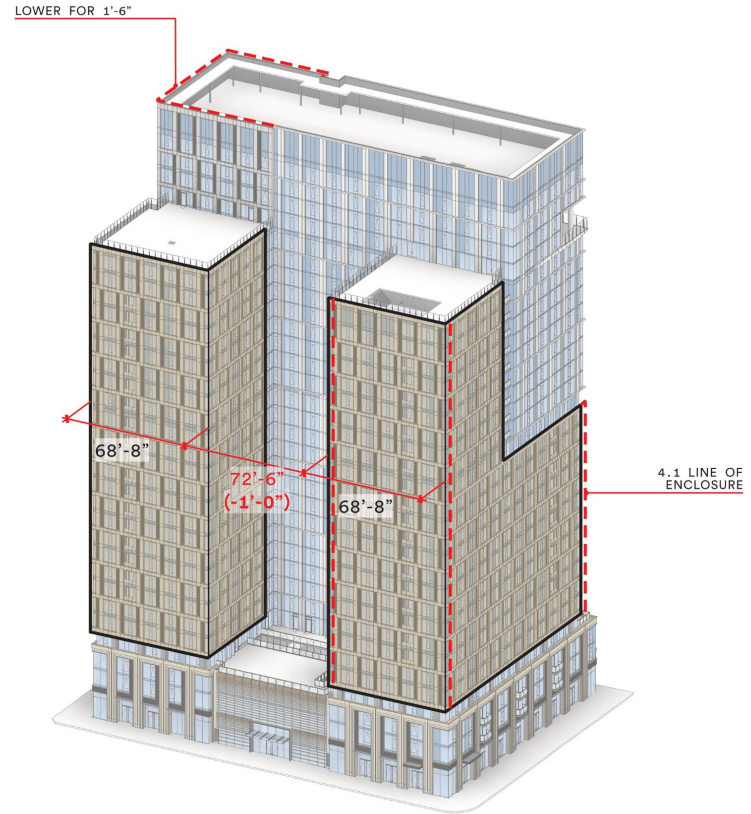


Current Proposal

Tower Offset Strategy

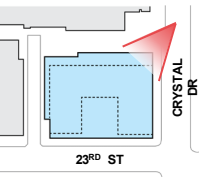


4.1 SUBMISSION

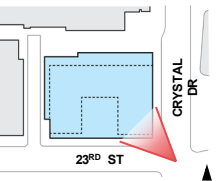


PROPOSED MASSING

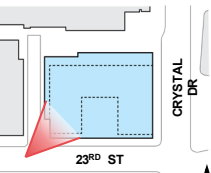
Tower Setback – View From North



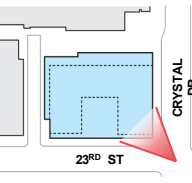
Tower Setback – View From South



Tower Setback – View From Southwest



Tower Offset Comparison

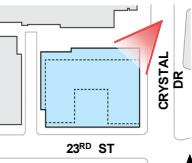


Tower Offset Comparison

4.1 SUBMISSION



PROPOSED DESIGN



An architectural rendering of a modern skyscraper at dusk. The building is illuminated from within, with many windows glowing. The scene is set on a city street with cars and pedestrians. A blue semi-transparent overlay covers the top left portion of the image, containing the text '223 23RD STREET' and 'SPRC #1 Follow Up'.

223 23RD STREET

SPRC #1 Follow Up

County Comments: Bulkhead



Previous Design



Current Design

What We Heard:

- *Penthouse screening is very visible. Consider ways to mitigate visual impact*
- *Bulkhead detailing is too industrial and plain. Add detail and better integrate with the rest of the tower*

County Comments: Retail



Previous Design



Current Design

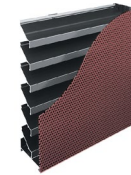
What We Heard:

- Differentiate Base Materials from Tower

- 2' louver band painted perforated metal cover
- Retail podiums clad in handset charcoal brick
- Eliminate 2 podium piers for larger storefront expression



Handset Brick



Louver Band Material

County Comments: Park Facades



Previous Design



Current Design

What We Heard:

- *Consolidate retail frontage around open space*
- *Acknowledge west front along future Clark Bell Street*

County Comments: Park Facades



Previous Design



Current Design

What We Heard:

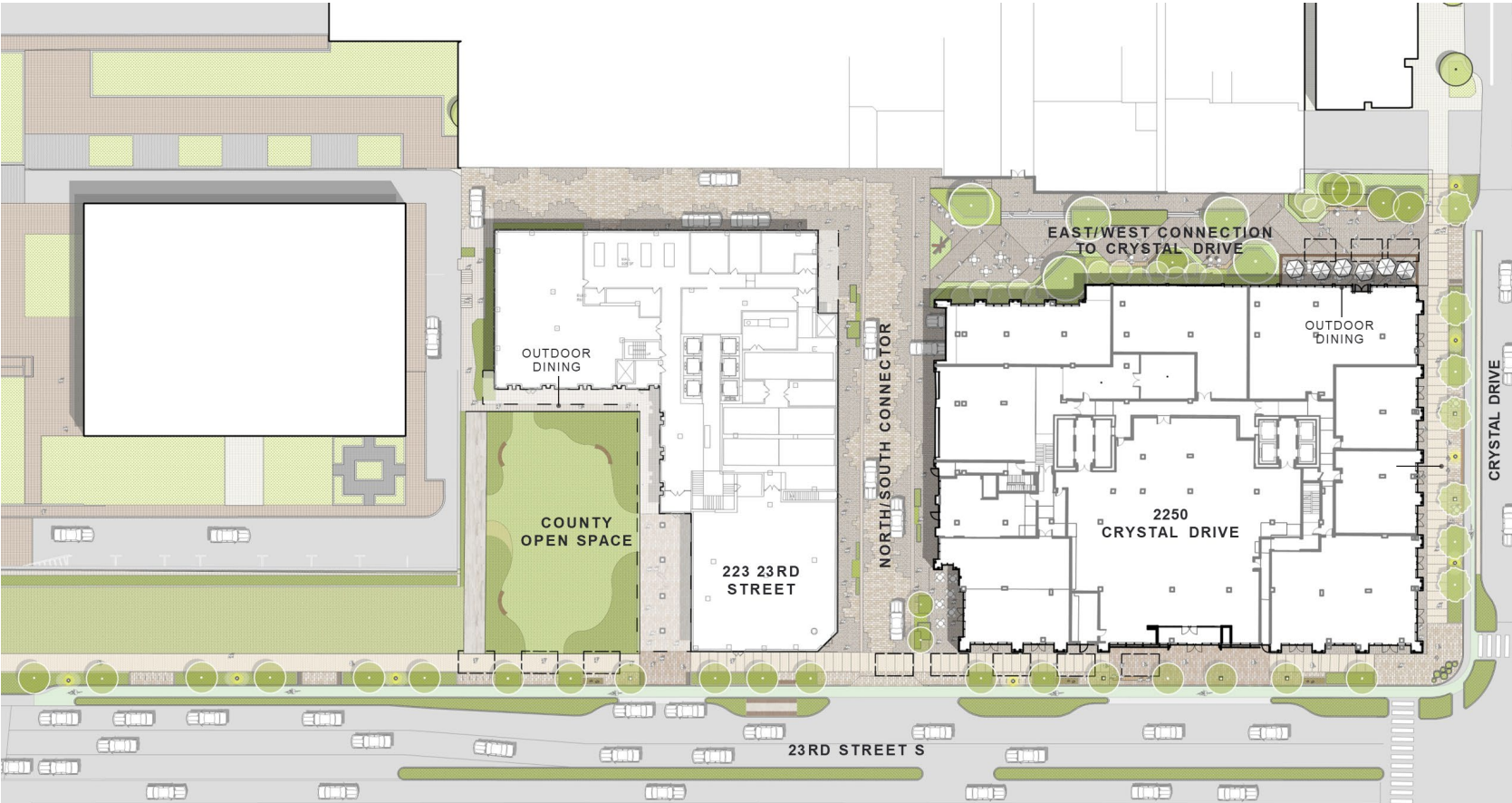
- Consolidate retail frontage around open space
- Acknowledge west front along future Clark Bell Street



OPEN SPACE

SPRC #1 Follow Up

Overall Site Plan



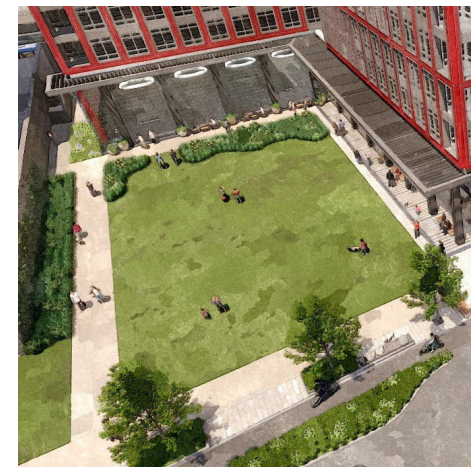
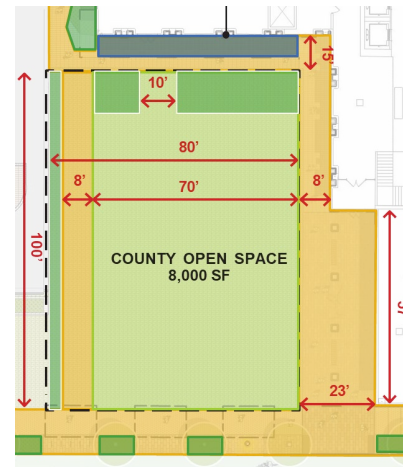
Park #10 Updates

- What We Heard

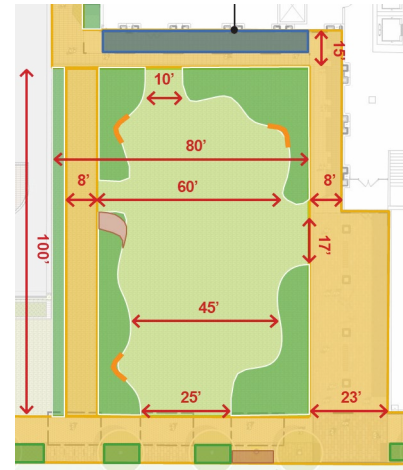
- Desire for a more developed interim park design, more seating, and more opportunities for activation
- The Community voiced concerns regarding a lack of designated pet relief areas

- Current Proposal

- Additional planting zones with integrated seating
- Added a designated pet relief area



Previous Proposal



Current Proposal

Park #10 Updates – Previous Proposal



Park #10 Updates – Current Proposal



Park #10 Updates



FLEXIBLE FURNITURE



CONCERTS



PICNICS



OUTDOOR FITNESS CLASSES

Park #10 Updates



PEDESTRIAN CONNECTION
BETWEEN RETAIL & 23RD
STREET

PARK SPACE OPENS
UP TO STREETScape

COUNTY OPEN
SPACE

ENHANCED
BIOPHILIC PLANTING

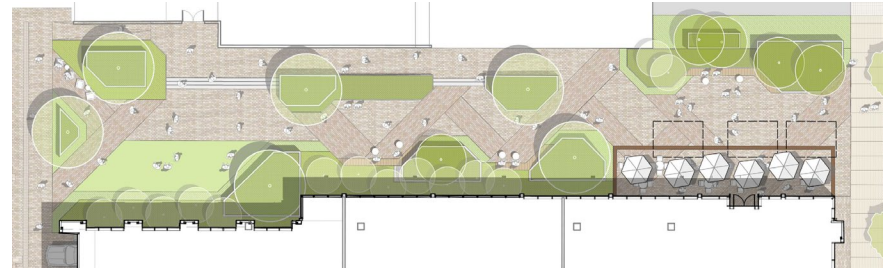
PEDESTRIAN CONNECTION
BETWEEN RETAIL & 23RD
STREET

FLEXIBLE
FURNITURE

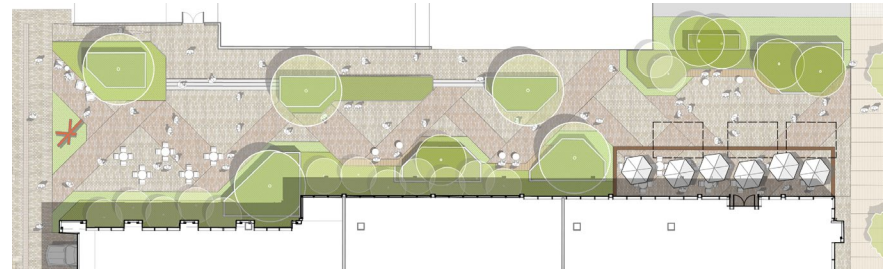
LEVEL 2
TERRACE

East/West Connection Updates

- What We Heard
 - Concerns regarding a lack of activation areas
 - Desire for a public art installation
- Current Proposal
 - Additional active open space was added
 - A public art installation was added to aid in activation and wayfinding

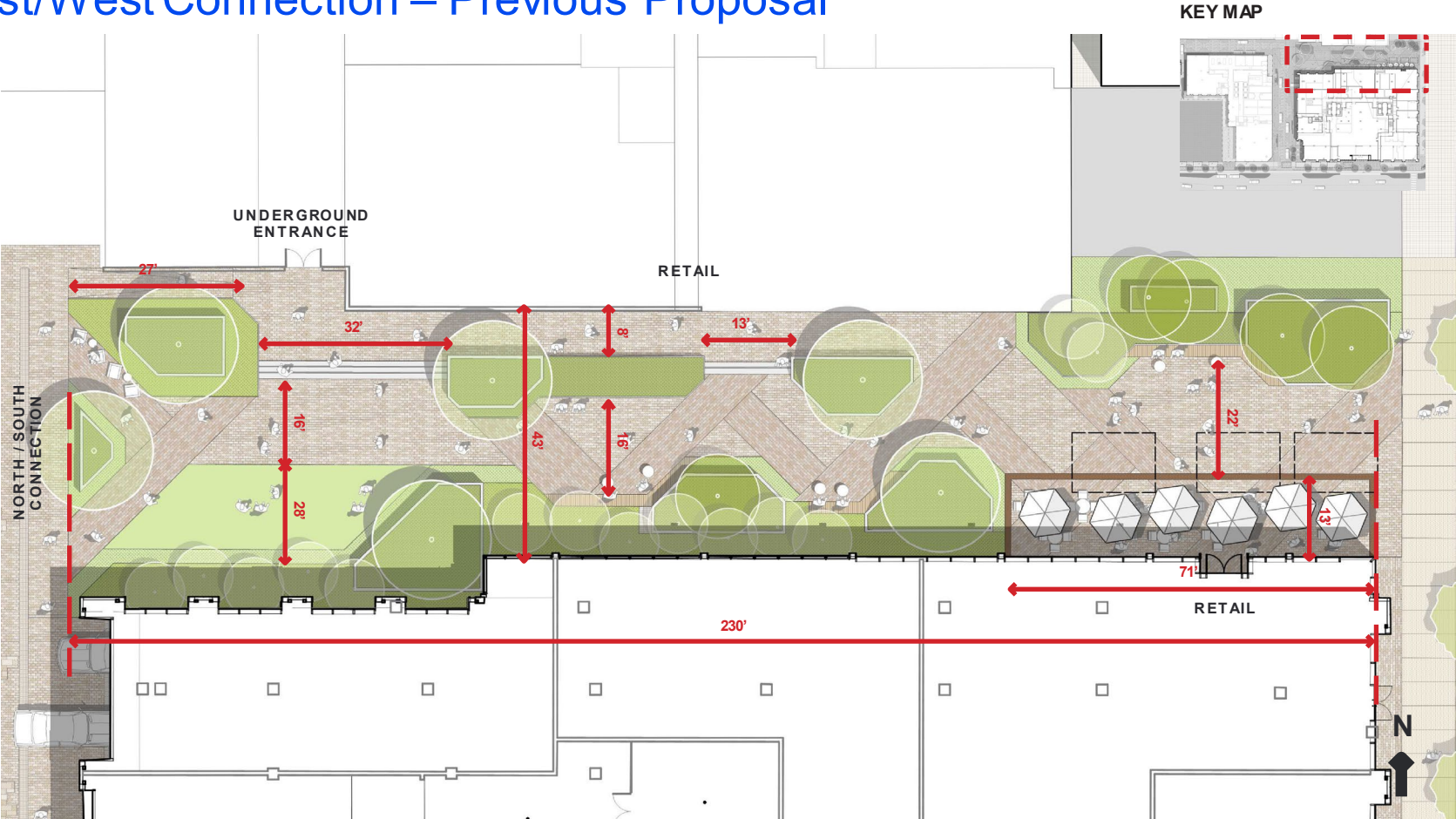


Previous Proposal



Current Proposal

East/West Connection – Previous Proposal



East/West Connection – Current Proposal

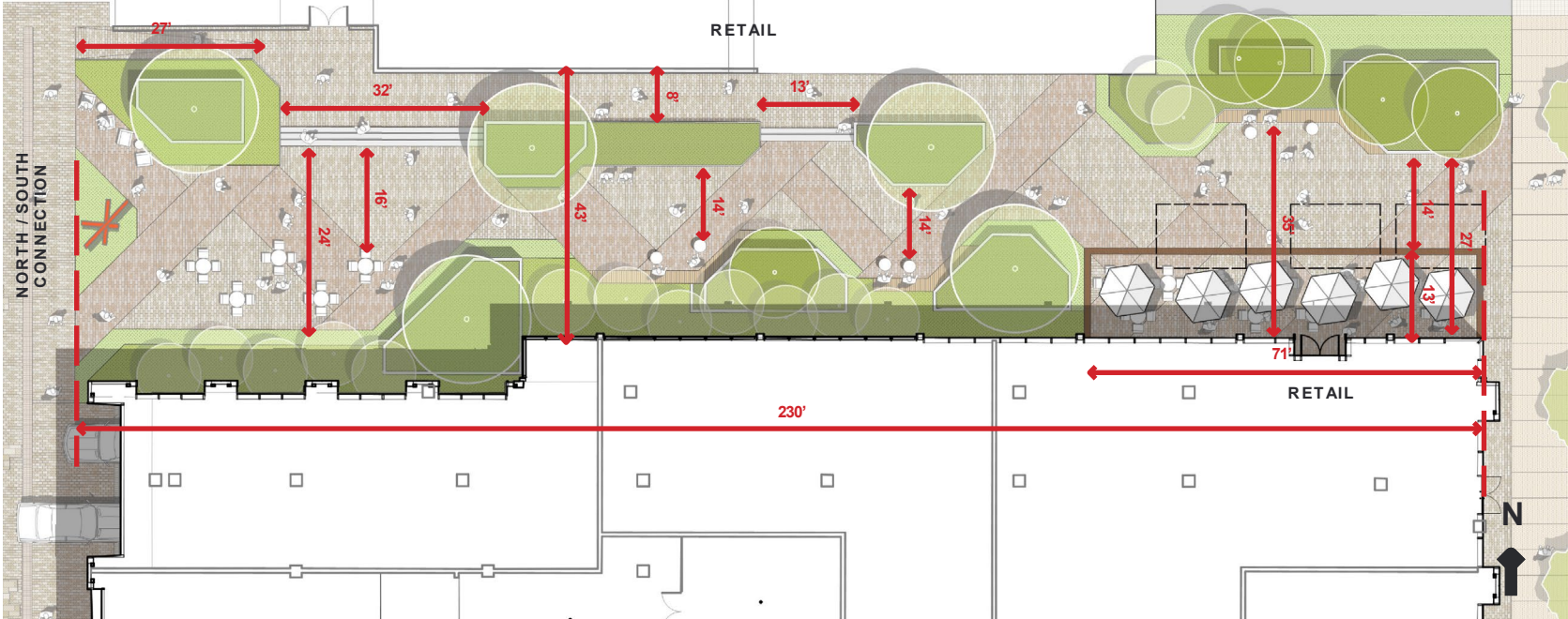
UPDATES

REPLACED LAWN WITH PAVING

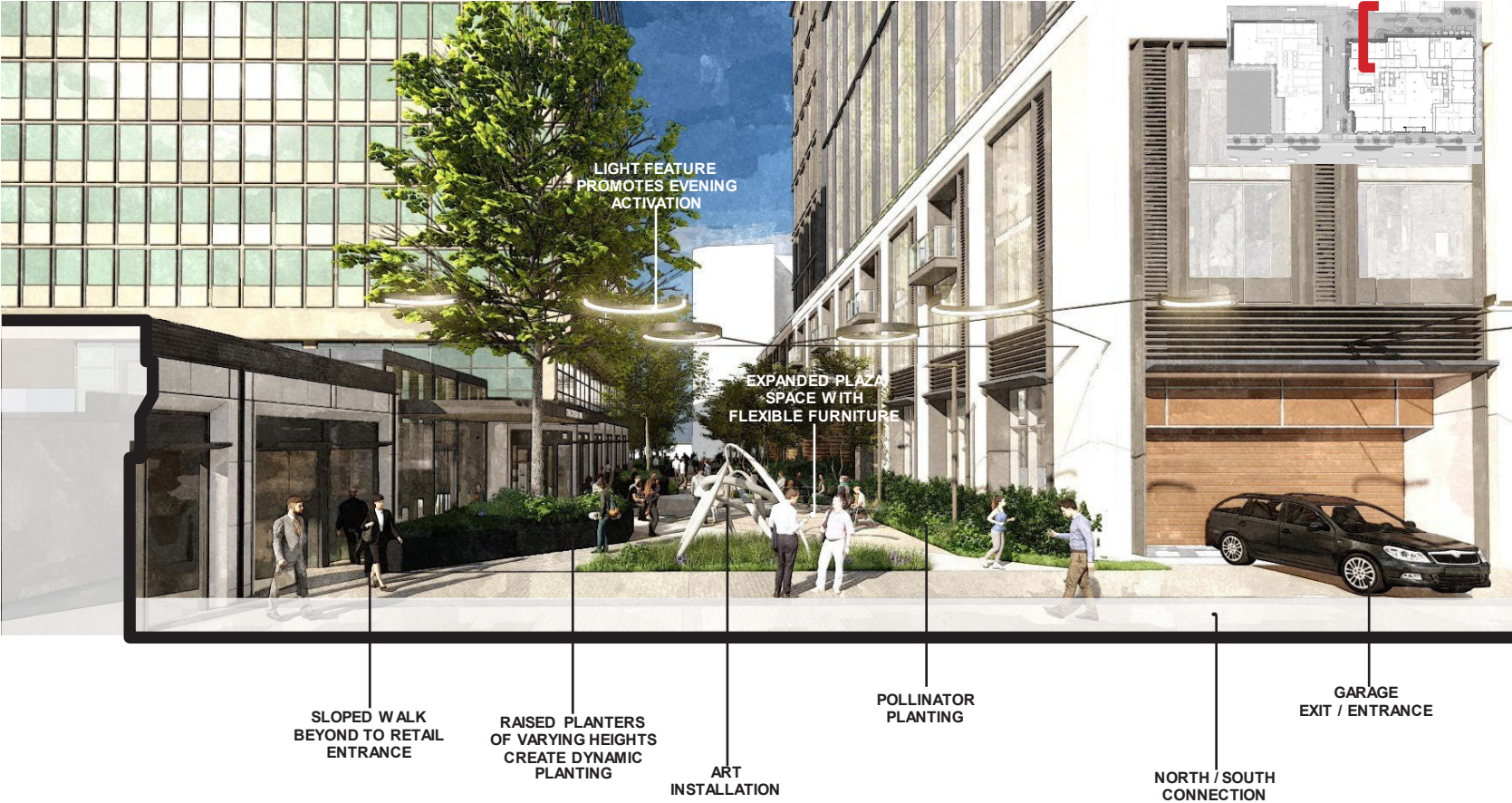
INCLUDED ART INSTALLATION

CONFIRMED DIMENSION OF CLEAR ZONES

PAVING TO REFLECT TONE & COLOR CHANGES



East/West Connection – Current Proposal



East/West Connection – Current Proposal

KEY MAP



East/West Connection – Current Proposal



East/West Connection – Current Proposal



STREETSCAPE

23rd Street

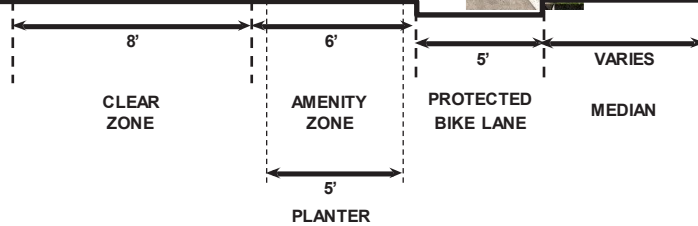


23rd Street

KEY MAP



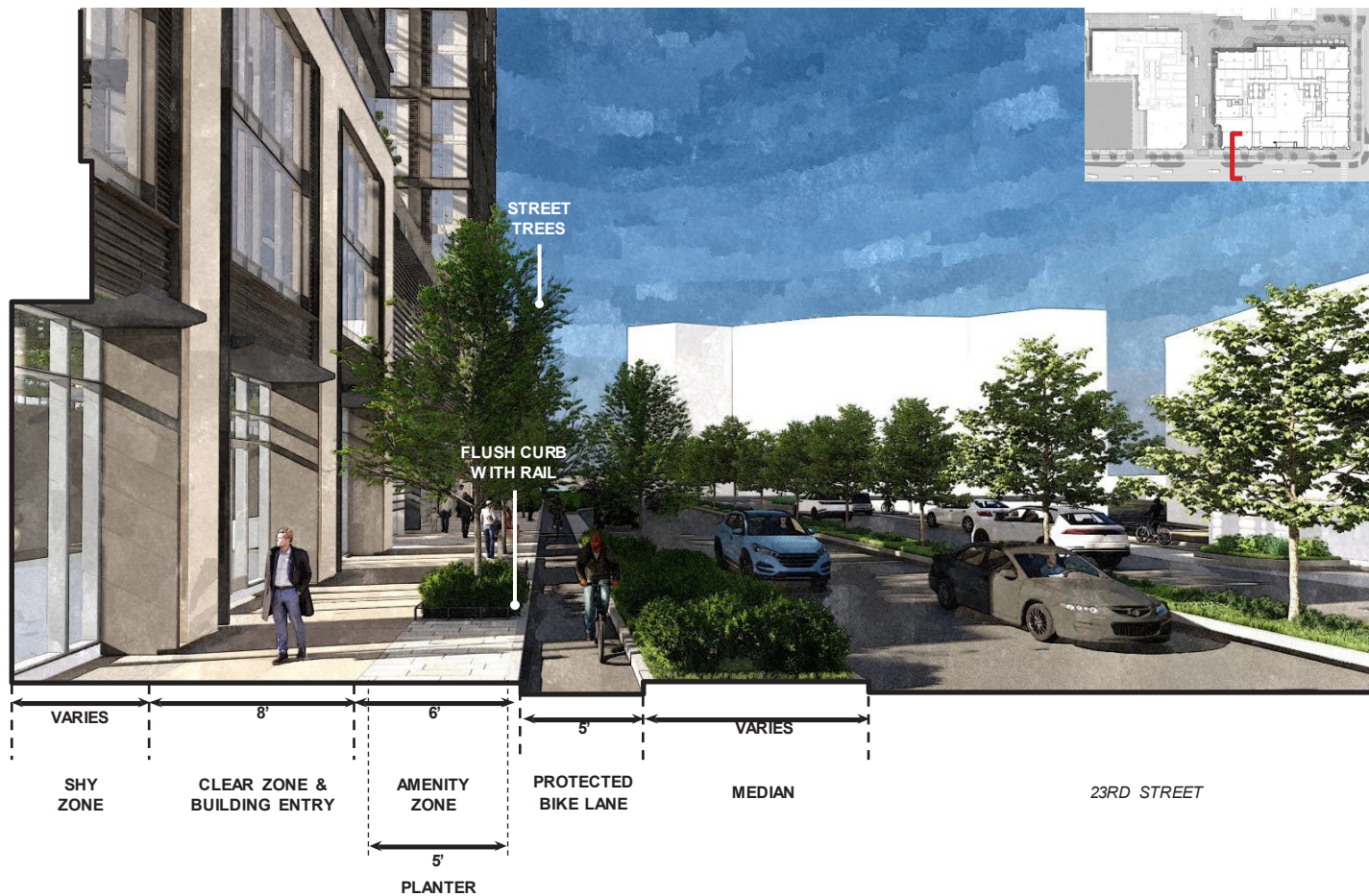
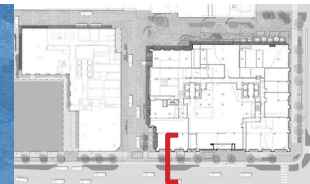
COUNTY OPEN SPACE



23RD STREET

23rd Street

KEY MAP



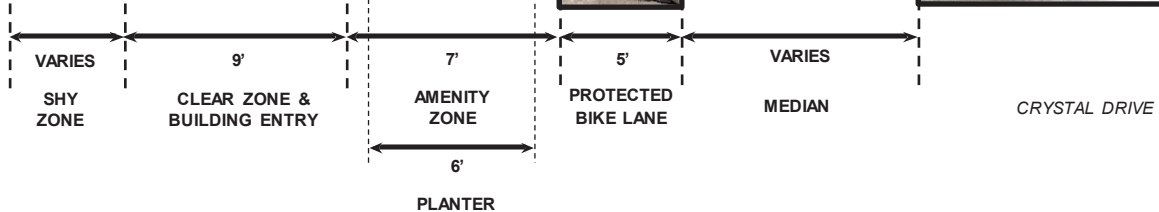
Crystal Drive



Crystal Drive

KEY MAP

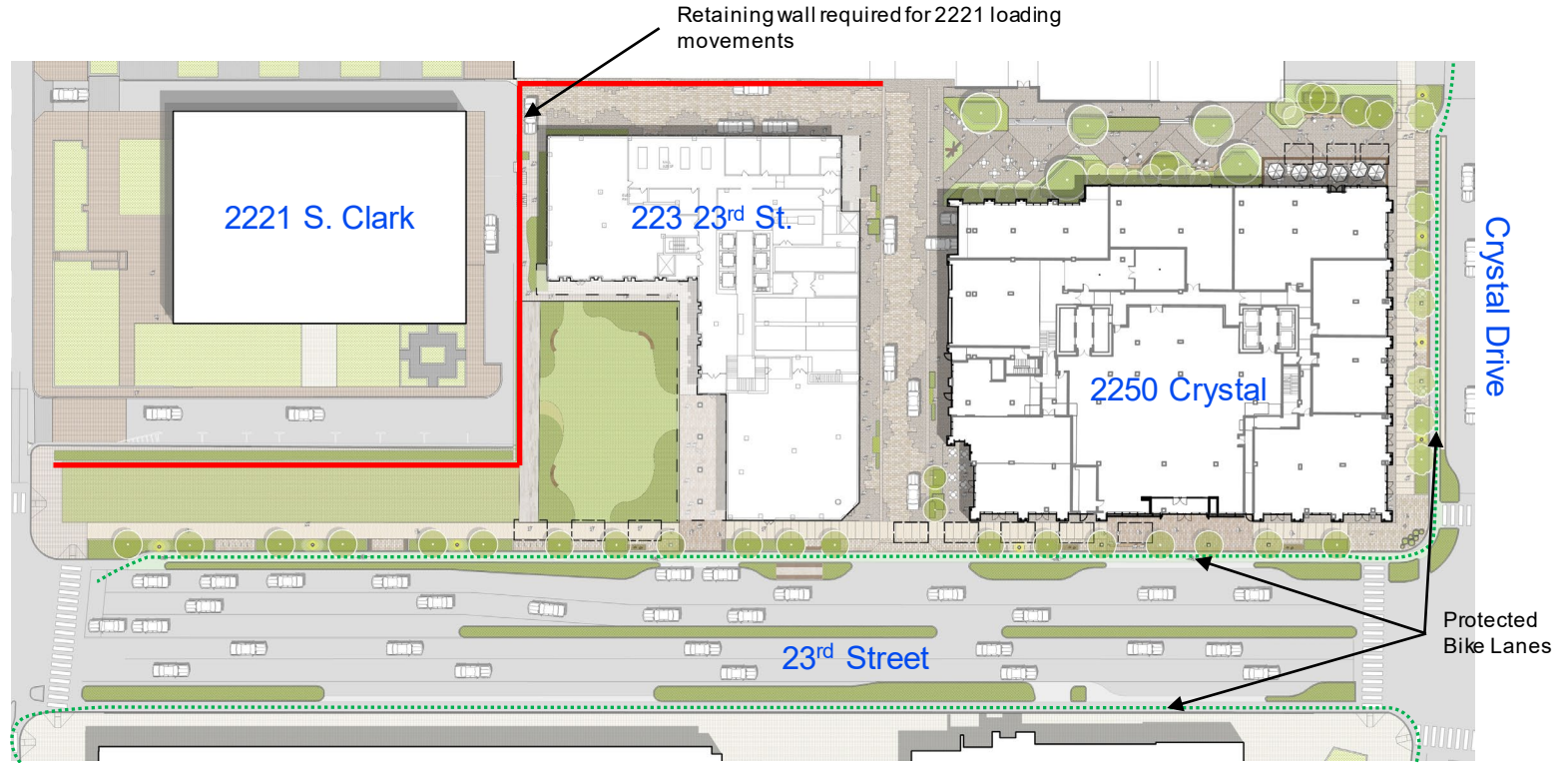
2250 CRYSTAL DRIVE





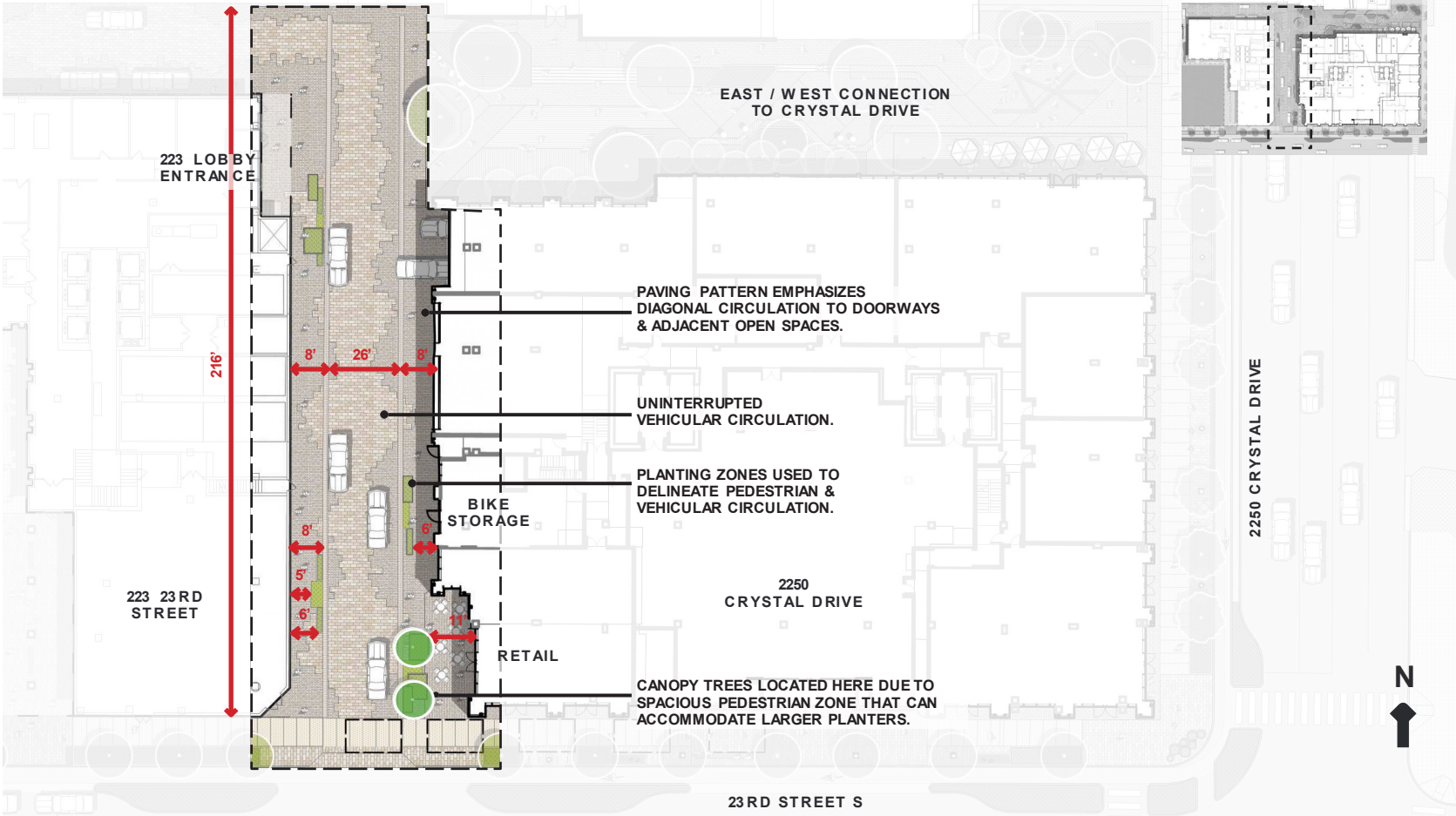
TRANSPORTATION & PARKING

Site Overview



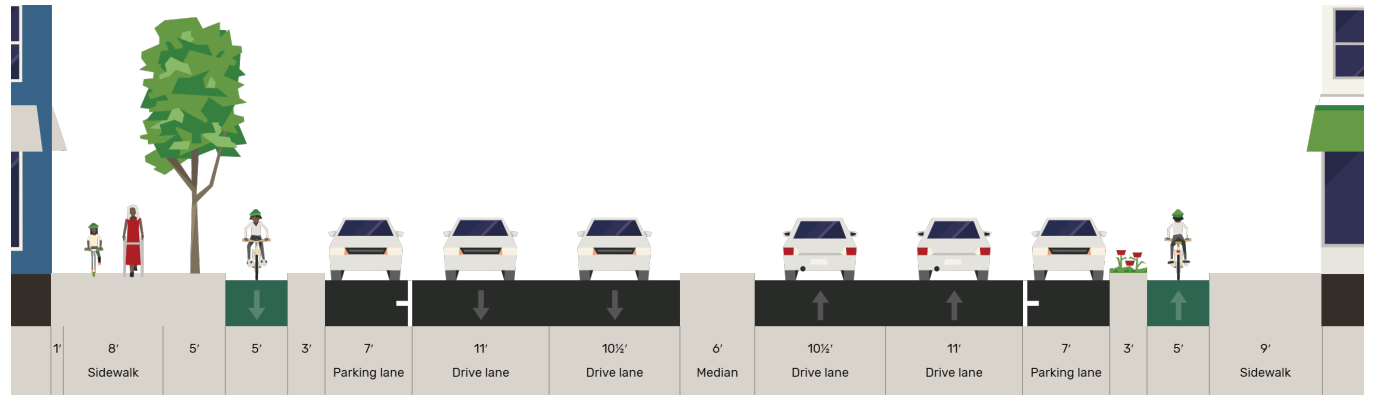
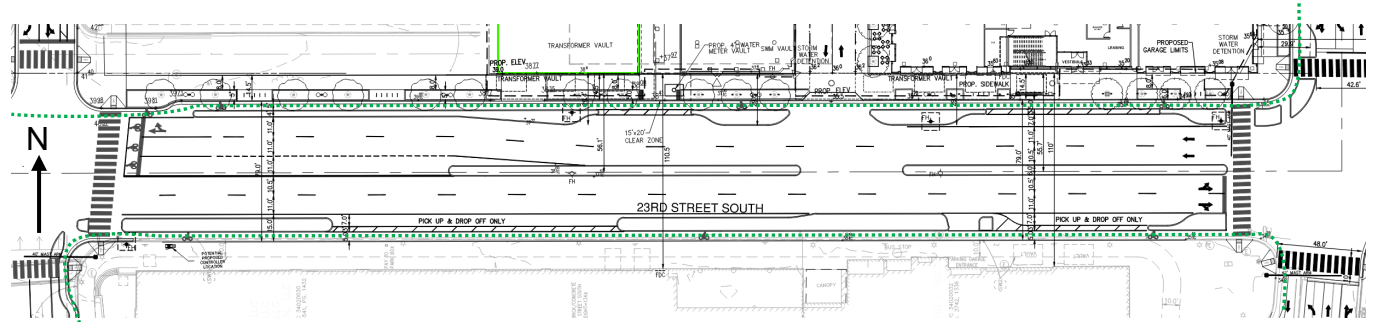
North/South Connection

KEY MAP



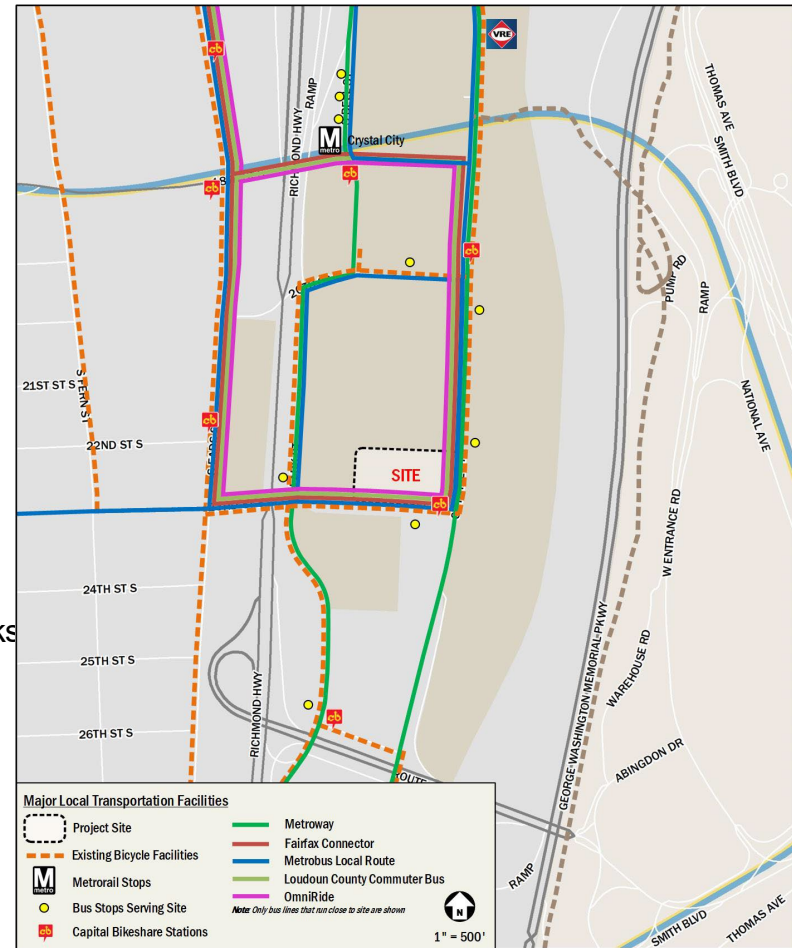
23rd Street Realignment

- Protected bike lanes
- Widened sidewalk with 8' minimum clear zone
- Dedicated loading zones



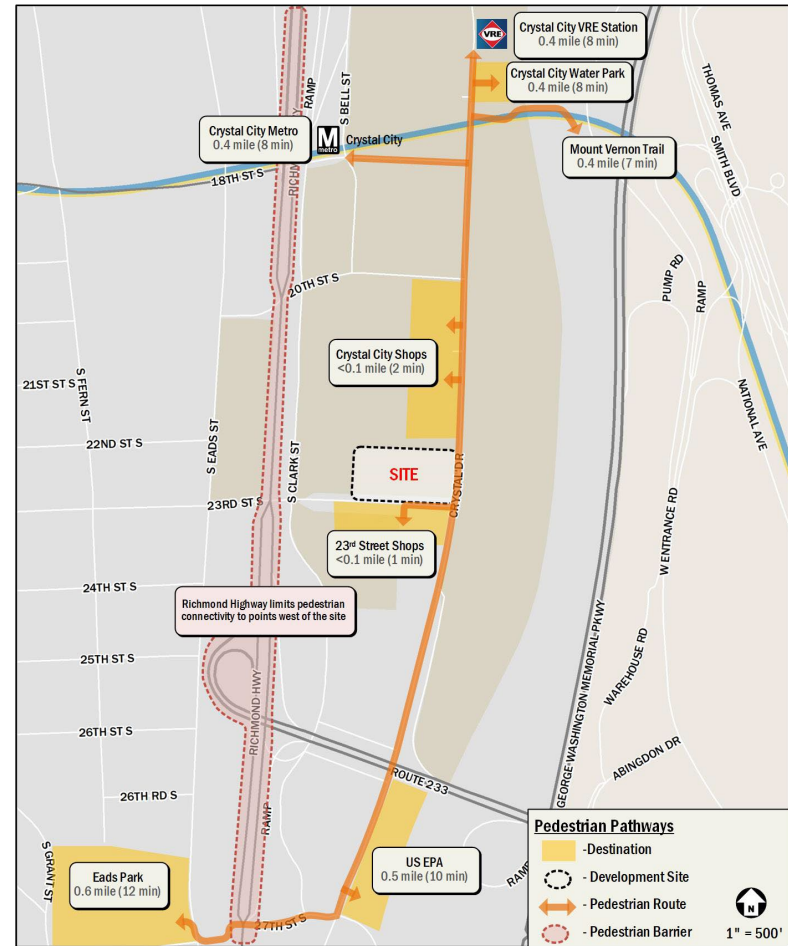
Transportation Overview

- Located 0.4 miles from the Crystal City Metro Station and VRE Station
- Ten (10) bus stops within ¼ mile
- Well-connected pedestrian and bicycle network
 - Improvement in pedestrian facilities in and around site
 - Access to several existing on- and off-street bicycle facilities
- 0.3 parking ratio
 - 443 proposed vehicle parking spaces: 243 on-site & 200 in Parks block
- 581 long-term bike spaces and 36 short-term bike spaces
- Will include Transportation Management Plan



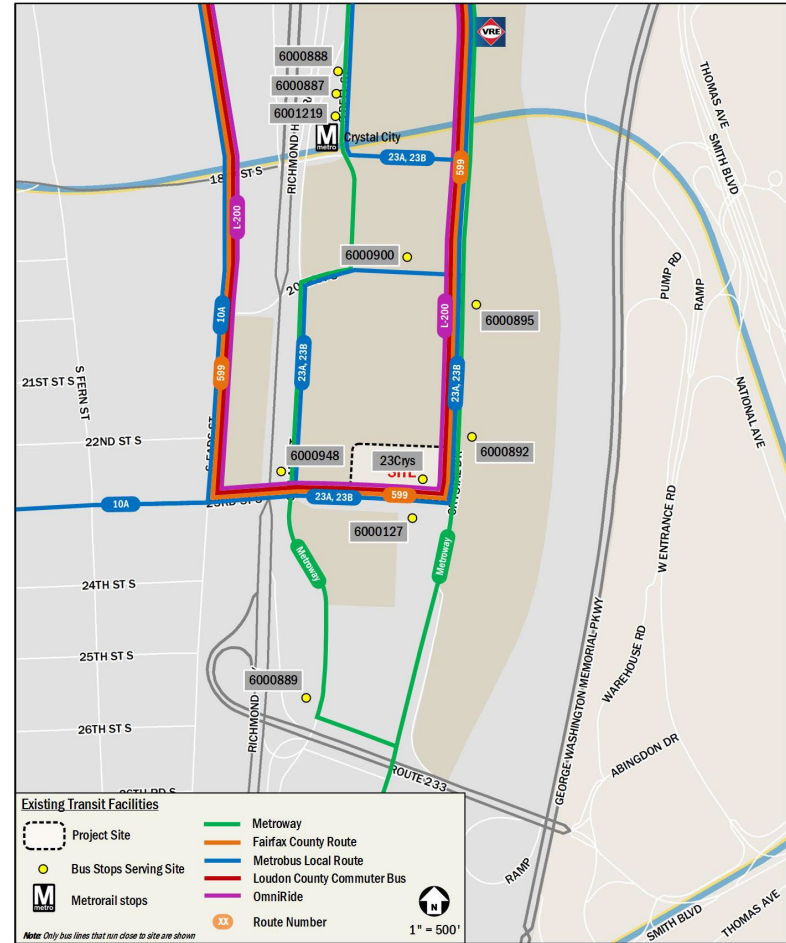
Pedestrian Facilities

- Well-connected pedestrian network:
 - Located 0.4 miles from the Crystal City Metro Station and VRE Station
 - Crystal City Metro Station is served by three (3) bus routes, including Metroway
 - Most sidewalks near the site meet sidewalk width and accessibility standards
- Enhanced pedestrian experience by improving sidewalks and surrounding streetscape and creating new pedestrian connections within the site
- Very Walkable – Walkscore of 86
 - Daily errands can be completed by walking
 - Abundance of neighborhood serving retail



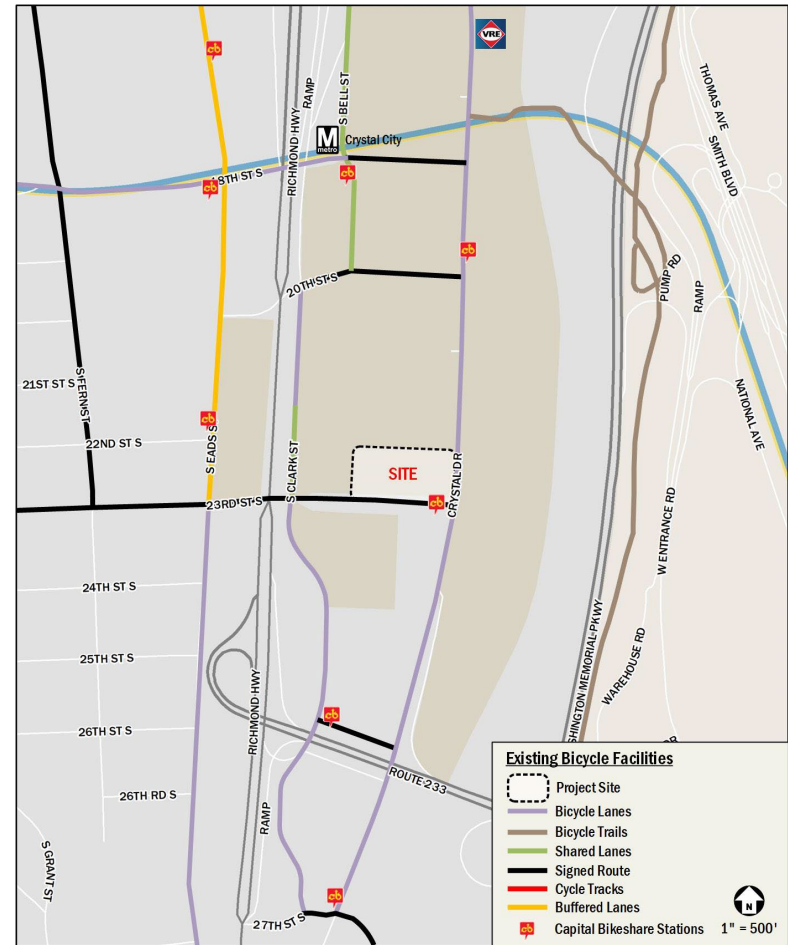
Transit Facilities

- 10 bus stops within ¼ mile radius
- Served by 7 bus routes including:
 - Metrobus (10A, 23A, 23B)
 - Metroway
 - Fairfax Connector (599)
 - Loudoun County Commuter
 - OmniRide (L-200)
- Crystal City Metro Station (0.4 miles walking distance)
 - Blue Line
 - Yellow Line
- VRE Station (0.4 miles walking distance)



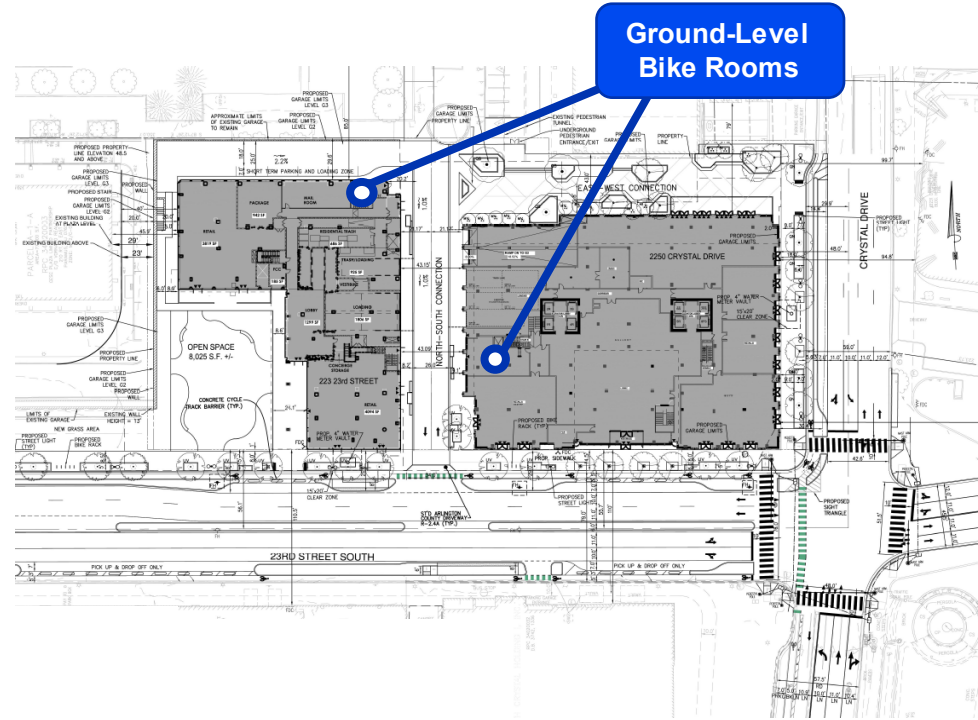
Bicycle Facilities

- Bike lanes along:
 - S Eads Street
 - Crystal Drive
 - S Clark Street
 - 18th Street S
- Shared bike lanes along:
 - S Clark Street
 - S Bell Street
- Six (6) Capital Bikeshare locations with ¼ mile
- Planned nearby improvements:
 - Install buffered bike lanes on the new alignment for S Clark Street
 - Install protected bike lanes on 23rd Street S
 - Install protected intersection corners on 23rd Street S at Crystal Drive and S Clark Street



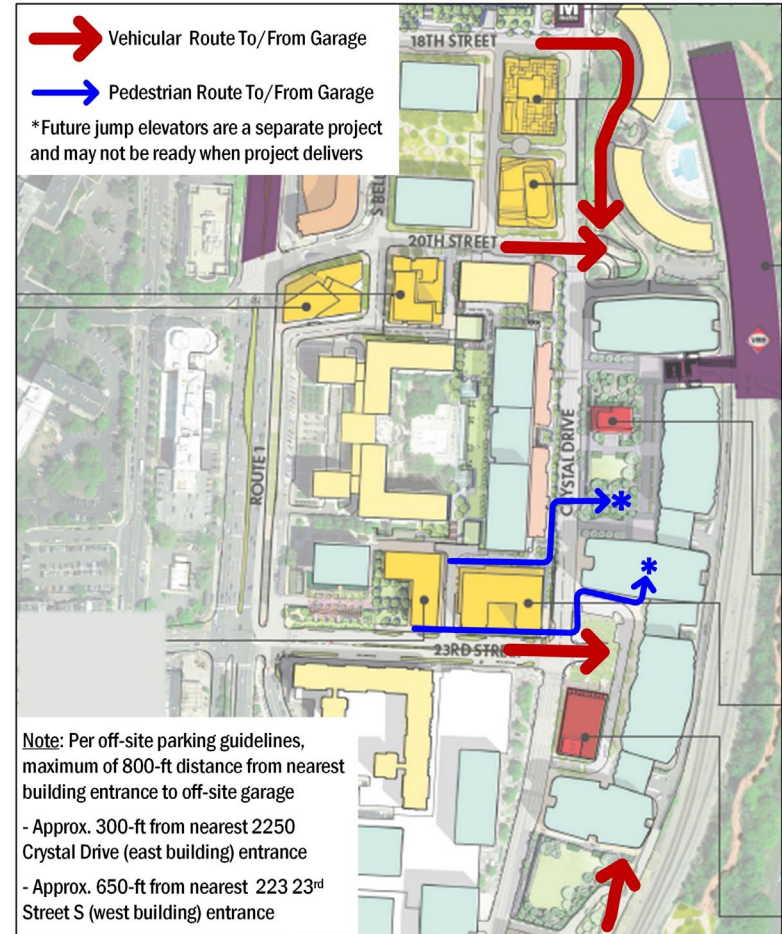
Bicycle Parking

- Long-term bicycle parking proposed in ground-level bike rooms in each building, with additional bicycle/locker rooms on the G2 and G3 levels
 - Residential: 579 long-term spaces
 - Retail: 2 long-term space
- Short-term bicycle parking proposed along site perimeter
 - Residential : 30 short-term spaces
 - Retail: 6 short-term spaces



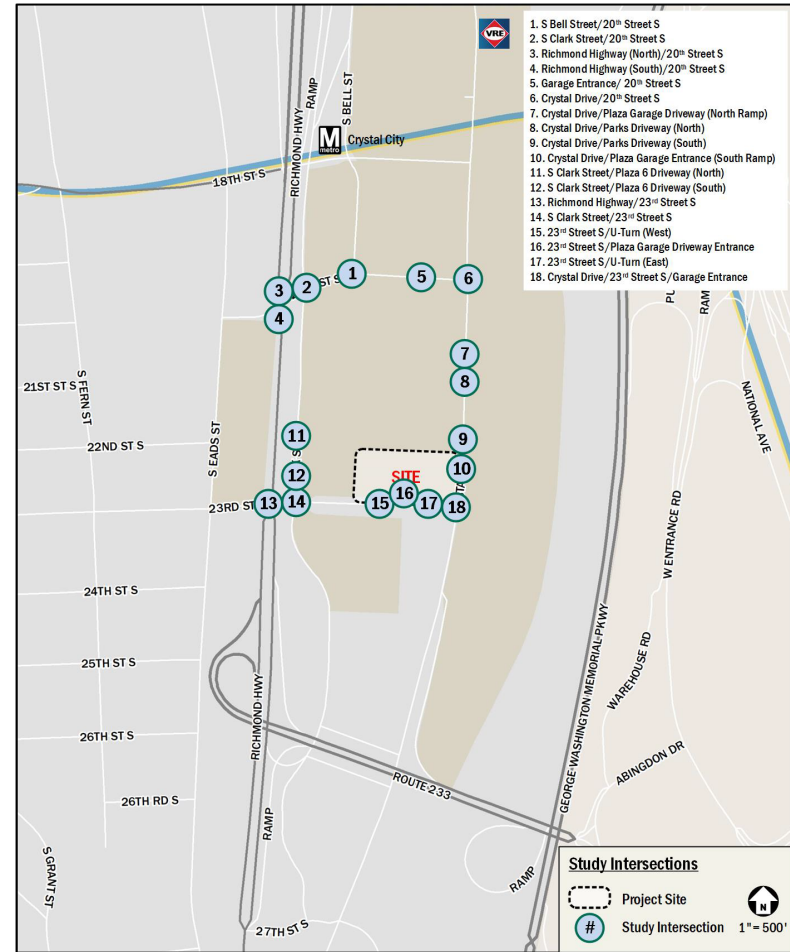
Vehicular Parking

- Based on the site location and *Off-Street Parking Guidelines for Multi-Family Residential Projects*:
 - Minimum residential parking ratio: 0.3 space per unit
 - Minimum retail/visitor parking ratio: 0.05 space per unit (for first 200 units)
- Proposed residential parking ratio: 0.30 space per unit + visitor parking (443 parking spaces)
 - Parking spaces proposed on-site: 243 parking spaces
 - Parking spaces proposed off-site at Parks Block: 200 parking spaces
- All visitor parking spaces will be provided on-site
- Compliant with Off-site Shared Parking guidelines (location, 800-ft max allowable distance from site, garage ownership)



Multimodal Transportation Assessment

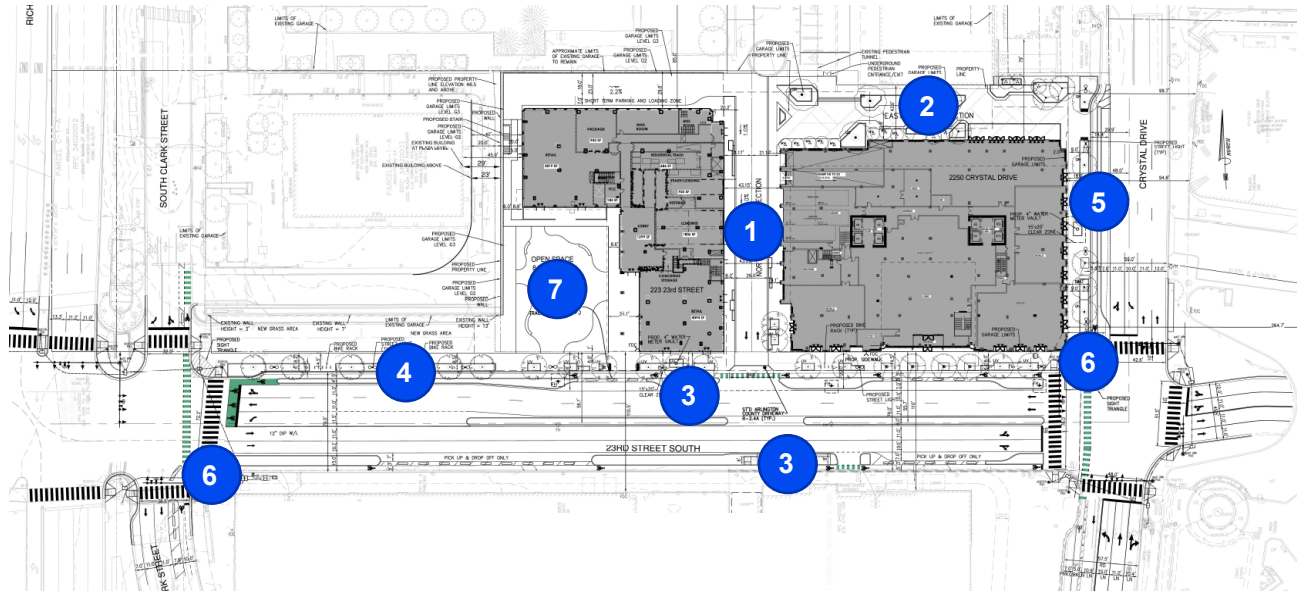
- Scoped with County
 - 18 intersections studied, including site driveways
- Mitigations triggered by capacity analysis at two (2) intersections
 - Adjustments to signal timings identified as mitigation measure
- Project impacts will be mitigated through the implementation of the following:
 - Enhanced site design elements
 - Improvements identified during staff review and SPRC process
 - Implementation of Transportation Management Plan



Land Use	Quantity	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
223 23 rd St S Residential	613 du	26 veh/hr	75 veh/hr	101 veh/hr	59 veh/hr	44 veh/hr	103 veh/hr
2250 Crystal Dr Residential	827 du	35 veh/hr	99 veh/hr	134 veh/hr	81 veh/hr	61 veh/hr	142 veh/hr
223 23 rd St S Retail	4,379 sf	0 veh/hr	0 veh/hr	0 veh/hr	1 veh/hr	0 veh/hr	1 veh/hr
2250 Crystal Dr Retail	13,059 sf	1 veh/hr	0 veh/hr	1 veh/hr	1 veh/hr	2 veh/hr	3 veh/hr
Total Proposed		62 veh/hr	174 veh/hr	236 veh/hr	142 veh/hr	107 veh/hr	249 veh/hr

Transportation Improvements

1. New North-South Connection with a flush curb
2. New East-West Pedestrian Connection
3. Improvement to existing bus stops on 23rd Street
4. 23rd Street Protected Bike Lanes
5. Crystal Drive Protected Bike Lanes
6. Two (2) protected intersection corners on 23rd Street at S Clark Street and Crystal Drive
7. Open space



Transportation Management Plan

- Participation and Funding
 - ATP Membership
 - Designated PTC
 - Contribute to ACCS
- Facilities and Improvement
 - Information display in building lobbies
 - On-site bicycle facilities
 - Parking Management Plan
- Promotions, Services, and Polices
 - Provide site-specific transit information
 - Provide one-time SmarTrip cards, bikeshare membership, or carshare membership
 - Provide sustainable commuter benefit program for employees
 - Provide links to transportation resources on website
- Performance Monitoring
 - Annual report to County
 - Transportation and parking performance monitoring



COMMUNITY BENEFITS

Community Benefits

- Public easement over 23rd Street Park Phase I (~8,000 sf) and East-West Connection (~5,000 sf)
- Design and construction of permanent improvements at East-West Connection
- Design and construction of interim improvements at 23rd Street Park Phase I
- Design and construction of realigned 23rd Street (in collaboration with Arlington County)
 - Protected bike lanes in both directions
 - New signals at Crystal Drive and Route 1/Clark St Intersection
 - New lighting
 - New sidewalks and landscaping
 - New crosswalks
- Design and construction of a new southbound protected bike lane on Crystal Drive
- Ordinance standard affordable housing contribution
- Affordable housing units at RiverHouse
- LEED Silver



JBG SMITH