

Site Plan Review Committee (SPRC) Online Engagement Opportunity

May 5 – May 16, 2022

Crystal Plaza 5 – 2250 Crystal Drive / 223 23rd Street S.

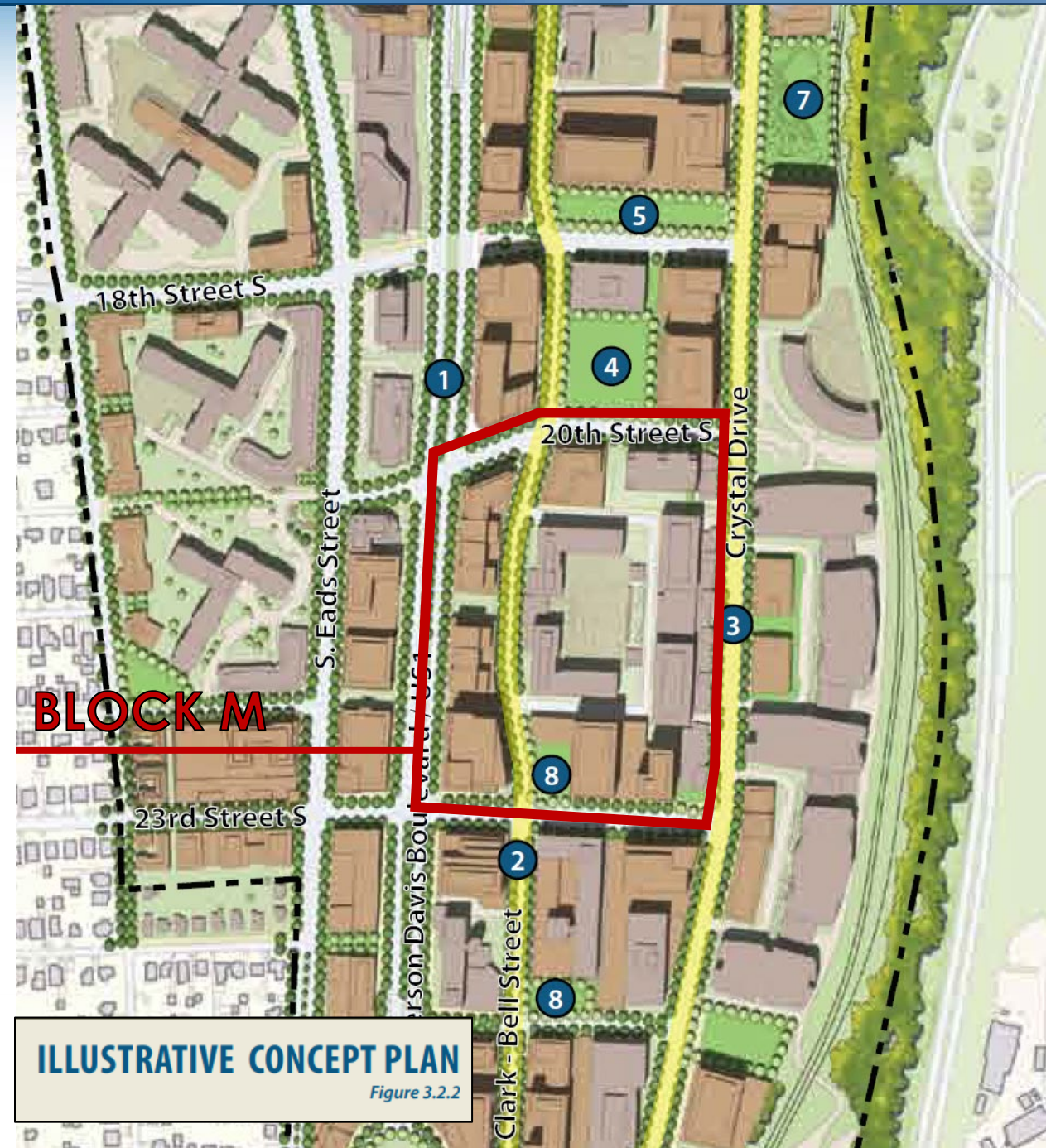
New Site Plan, and PDSP and Site Plan Amendments

(RPC #34-020-003, -017, -018, -265)

Project Webpage: <https://www.arlingtonva.us/Government/Projects/Project-Types/Site-Plan/2250-Crystal-Drive>

Agenda Topics

- Site Location/Existing Conditions
- Land Use/Zoning and Policy Guidance
- Project Discussion
 - Building Form
 - Architecture
 - Transportation, Parking, and Streetscapes
 - Open Space, Tree Canopy, and Landscaping
 - Underground Connection
- Next Steps



Development Proposal



Development Proposal – 2250 Crystal Drive

Statistics

- Residential building with ground floor retail
- 30 stories (304')
- 827 units
- 13,000 sf retail
- Underground parking (0.30 spaces per unit)
 - Rebuilt garage
 - Connected to existing parking structure
- Proposed LEED Gold (15% energy reduction over LEED V4 baseline)

Images/Renderings (SCB Architecture)



Development Proposal – 223 23rd Street

Statistics

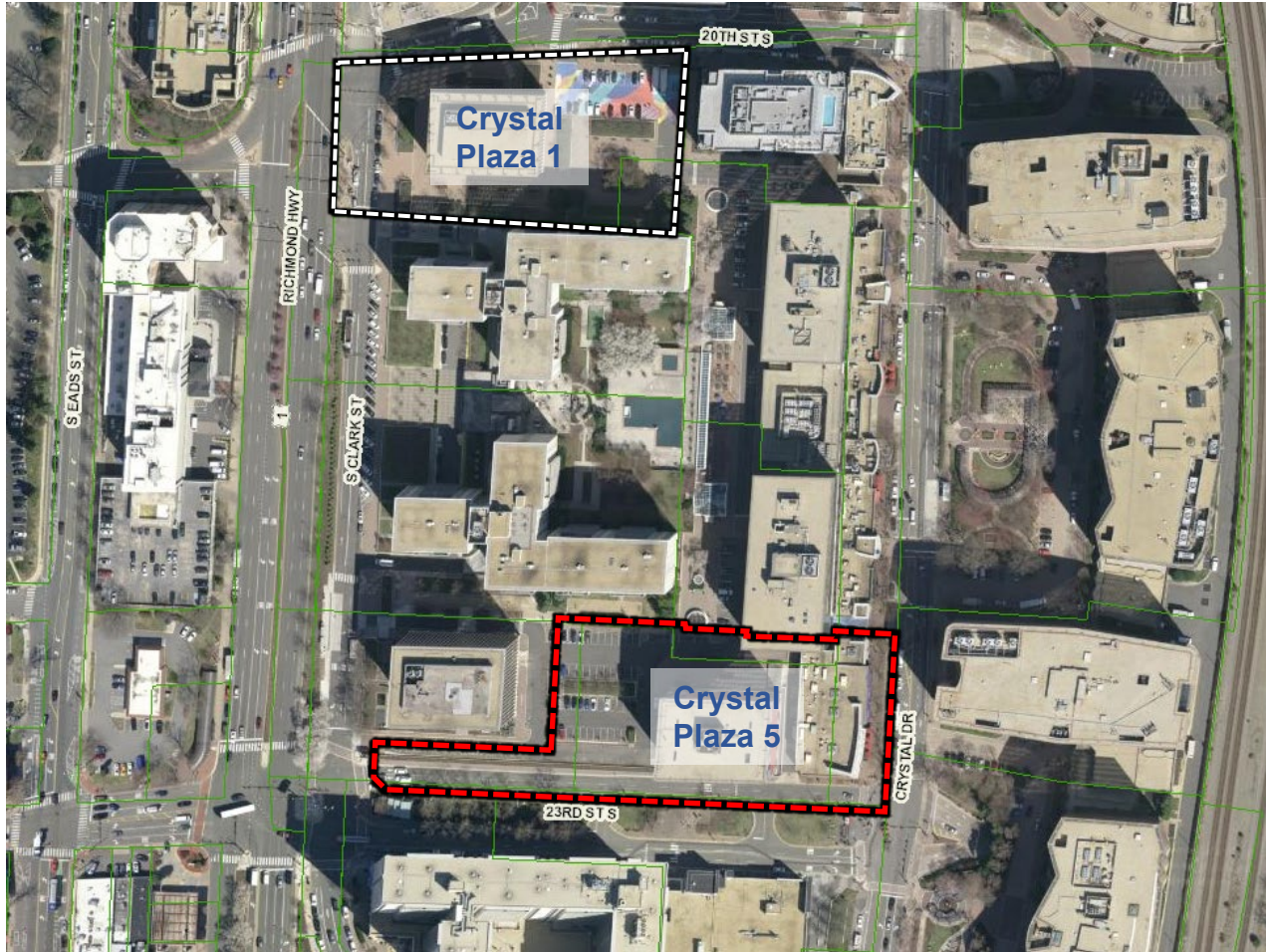
- Residential building with ground floor retail
- 30 stories (309')
- 613 units
- 4,300 sf retail
- Underground parking (0.30 spaces per unit)
 - Rebuilt garage
 - Connected to existing parking structure
- Proposed LEED Gold (15% energy reduction over LEED V4 baseline)

Images/Renderings (KGD Architecture)



Site Location/Existing Conditions

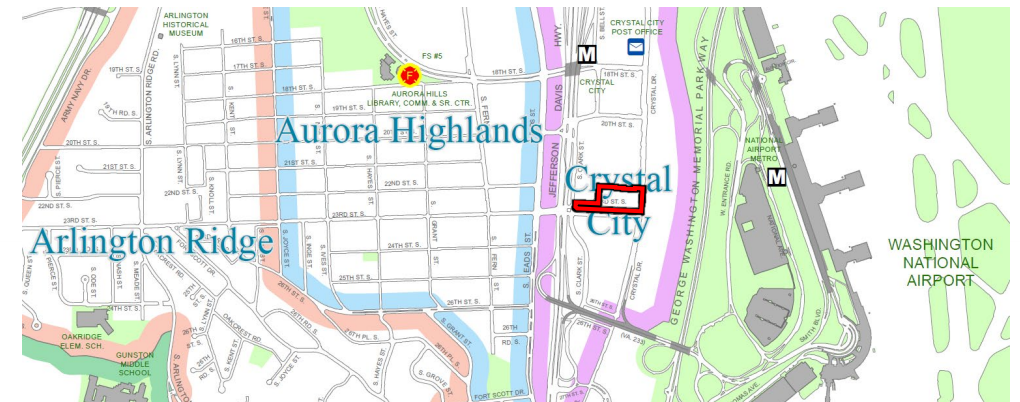
Aerial Image



Existing Conditions



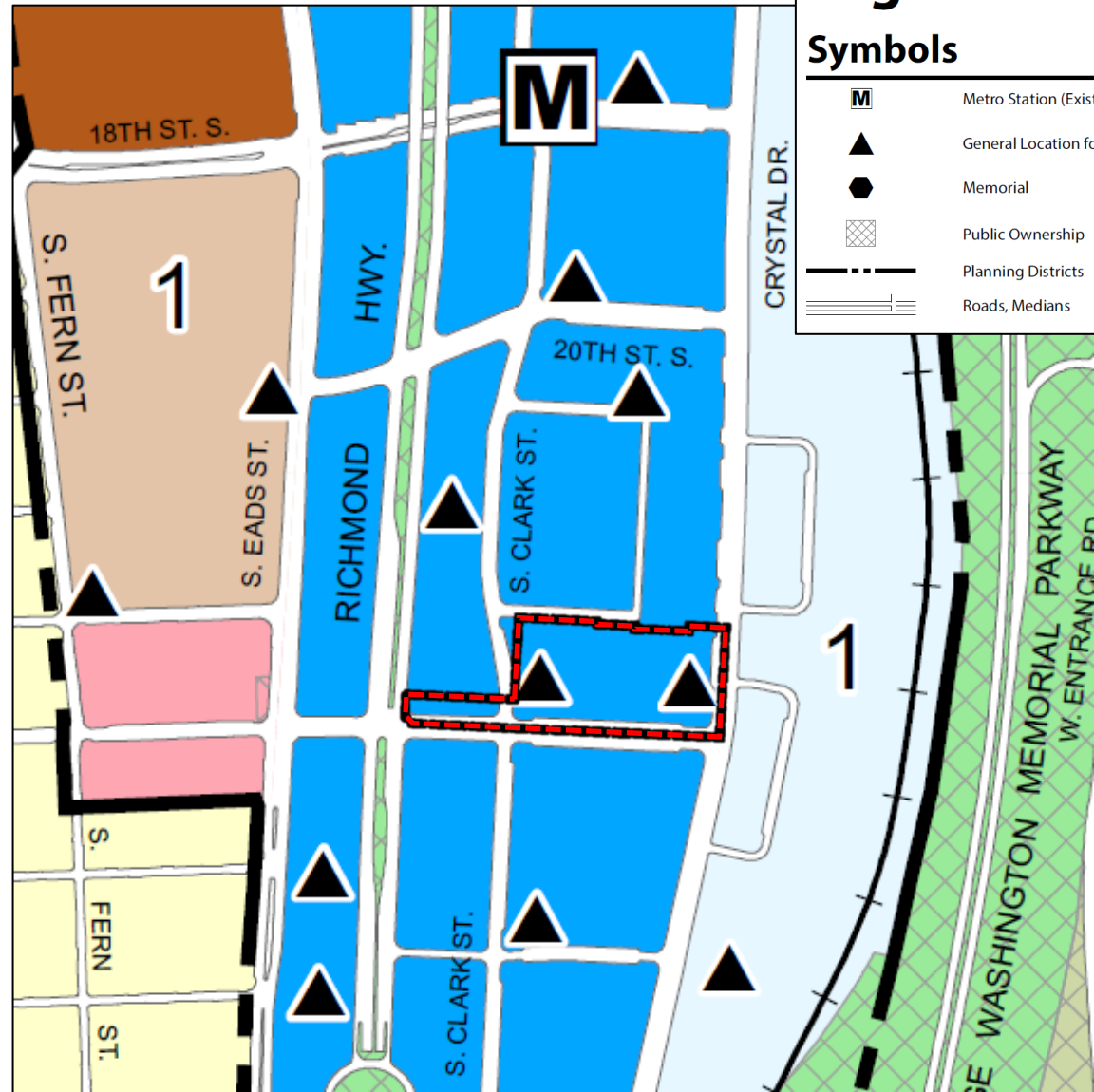
Neighborhood



General Land Use Plan (GLUP)

“High” Office-Apartment-Hotel (Up to 4.8 FAR Apartment Density)

Land Use Designation*	Range of Density/Typical Use	Zoning**		
Residential				
Low	1-10 units per acre	R-20, R-10, R-10T, R-8, R-6, R-5		
Low	11-15 units per acre	R2-7, R15-30T		
Low-Medium	16-36 units per acre	R15-30T, RA14-26, RA8-18		
Medium	Up to 37-72 units per acre	RA7-16, RA6-15, RA-H		
High-Medium	Up to 3.24 F.A.R. (Floor Area Ratio) Residential	RA-4.8		
High	Up to 4.8 F.A.R. Residential Up to 3.8 F.A.R. Hotel	RA-H-3.2, C-O Rosslyn		
Office-Apartment-Hotel				
	Office Density	Apartment Density	Hotel Density	
Low	Up to 1.5 F.A.R.	Up to 72 units/acre	Up to 110 units/acre	C-O-1.5, C-O-1.0
Medium	Up to 2.5 F.A.R.	Up to 115 units/acre	Up to 180 units/acre	C-O-2.5
High	Up to 3.8 F.A.R.	Up to 4.8 F.A.R.	Up to 3.8 F.A.R.	C-O, C-O Crystal City, C-O Rosslyn, RA-H-3.2



Legend

Symbols

- Metro Station (Existing)
- General Location for Public Space
- Memorial
- Public Ownership
- Planning Districts
- Roads, Medians

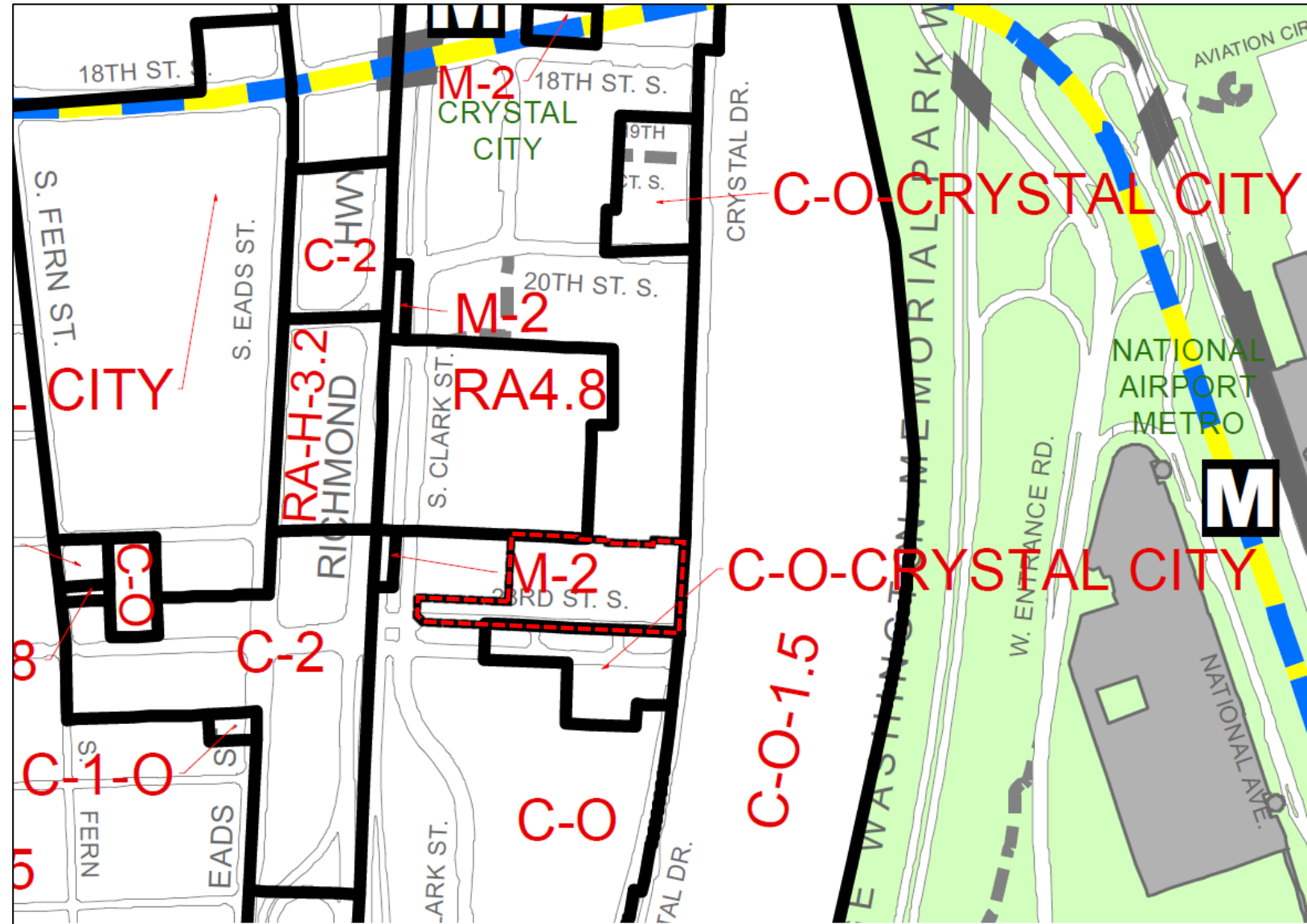
Zoning

Existing:

- “C-O” Mixed Use District

Proposed:

- “C-O Crystal City” Mixed Use Crystal City District



Policy Guidance and Implications

Crystal City Sector Plan

Sector Plan Guidance: Land Use & Density

LAND USE MIX MAP

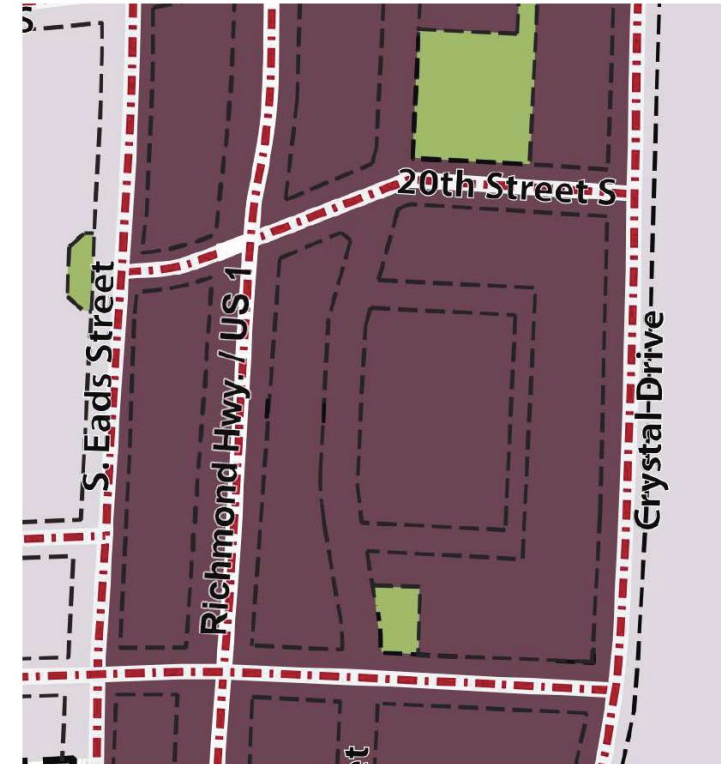


LEGEND	
LAND USE DESIGNATION	
[Yellow]	RESIDENTIAL, HOTEL
[Orange]	RESIDENTIAL, COMMERCIAL, HOTEL, OR MIXED-USE
[Red]	RESIDENTIAL, COMMERCIAL, HOTEL, OR MIXED-USE: MINIMUM 40% RESIDENTIAL OR HOTEL
[Brown]	RESIDENTIAL, COMMERCIAL, HOTEL, OR MIXED-USE: MINIMUM 60% RESIDENTIAL OR HOTEL
[Dark Brown]	RESIDENTIAL, COMMERCIAL, HOTEL, OR MIXED-USE: MINIMUM 70% OFFICE
[Dashed Red Line]	PLANNING BLOCK BOUNDARY
[Green]	OPEN SPACE WITHIN BUILT-TO LINES

40% Residential/Hotel

NOTE:
A DIMENSION, WHEN SHOWN ON THE MAP, ESTABLISHES THE POSITION OF A BOUNDARY BETWEEN DIFFERENT LAND USE ZONES.

BASE DENSITY MAP



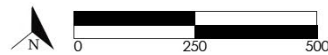
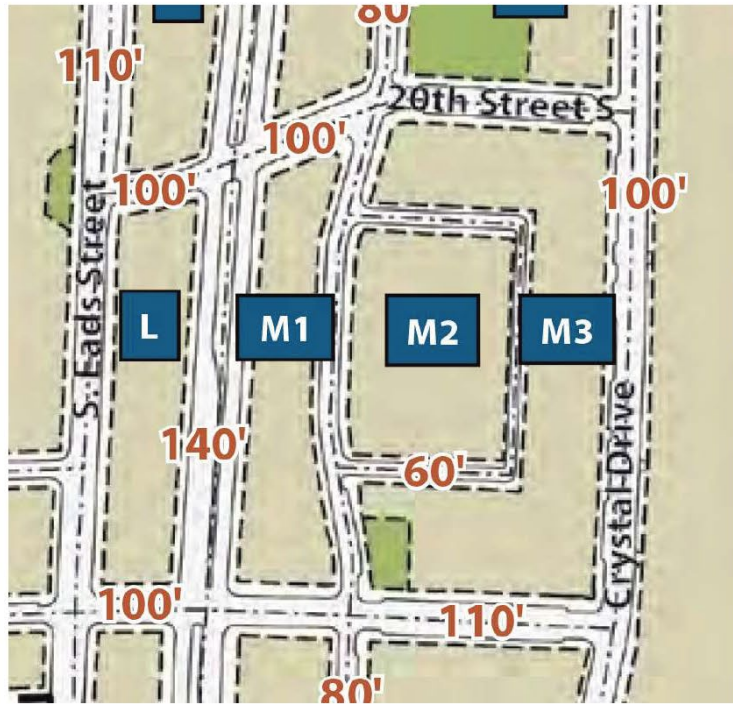
LEGEND	
BASE DENSITY (FAR) ¹	
[Light Purple]	1.5 (COM) OR 72 DU/ACRE (RES)
[Dark Purple]	2.5 (COM) OR 115 DU/ACRE (RES)
[Brown]	3.24 (RES. ONLY)
[Dark Brown]	3.8 (COM) OR 4.8 (RES)
[Green]	OPEN SPACE WITHIN BUILT-TO LINES

NOTE:
1. BASE DENSITY TO BE APPLIED TO SITE AREA ASSOCIATED WITH DEVELOPMENT PROPOSALS.
2. THE 1.5 FAR OR 72 DWELLING UNITS/ACRE CATEGORY FOR BASE DENSITY DOES NOT MEAN THAT EITHER USE COULD BE PERMITTED ON A SITE; THE LAND USE MAP, FIGURE 3.9.1, DEPICTS RECOMMENDED USES FOR EACH SITE.

3.8 FAR (Commercial)
4.8 FAR (Residential)

Sector Plan Guidance: Siting and Street Typology

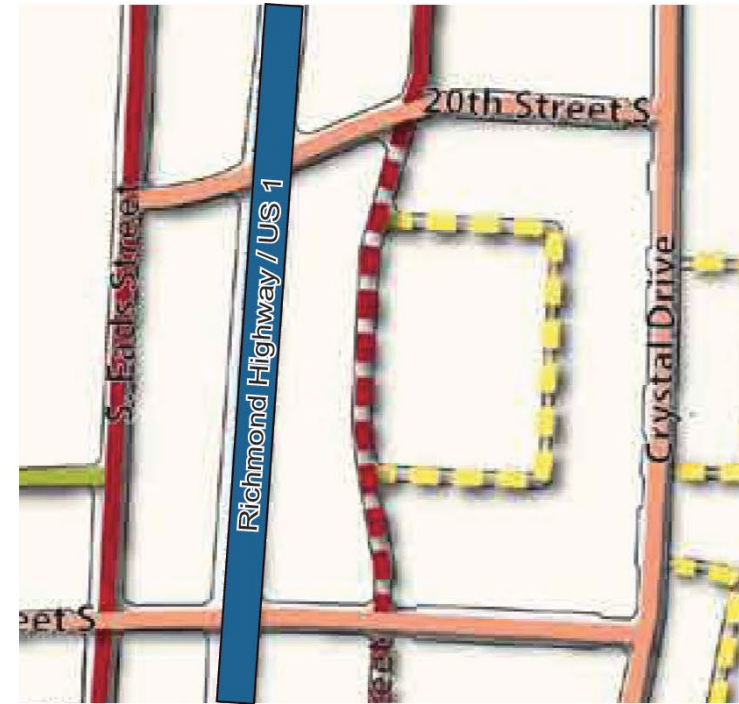
BUILD-TO LINES MAP



LEGEND	
	CONCEPT PLAN BLOCK
	BUILD-TO LINE
	GENERAL STREET CENTER LINE
	OPEN SPACE WITHIN BUILD-TO LINES

NOTE:
 1. NUMBERS REPRESENT DISTANCE FROM BUILDING FACE TO BUILDING FACE. FINAL DIMENSIONS SUBJECT TO ADJUSTMENT, DEPENDING UPON PROPOSED TRANSITWAY REQUIREMENTS.
 2. PORTIONS OF CRYSTAL DR. MAY MAINTAIN EXISTING 98 FOOT RIGHT-OF-WAY WIDTH AT PINCH POINT CONDITION.
 3. RECOMMENDED BUILD-TO LINES ESTABLISHED BETWEEN PUBLIC OPEN SPACES AND STREET RIGHTS-OF-WAY REPRESENT THE APPROXIMATE DEMARCATION BETWEEN THE PUBLIC OPEN SPACE AND SIDEWALK.

STREET NETWORK AND TYPOLOGY MAP

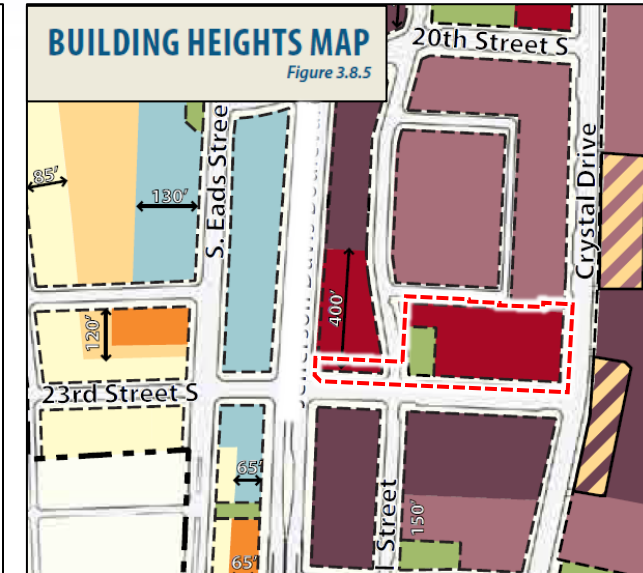
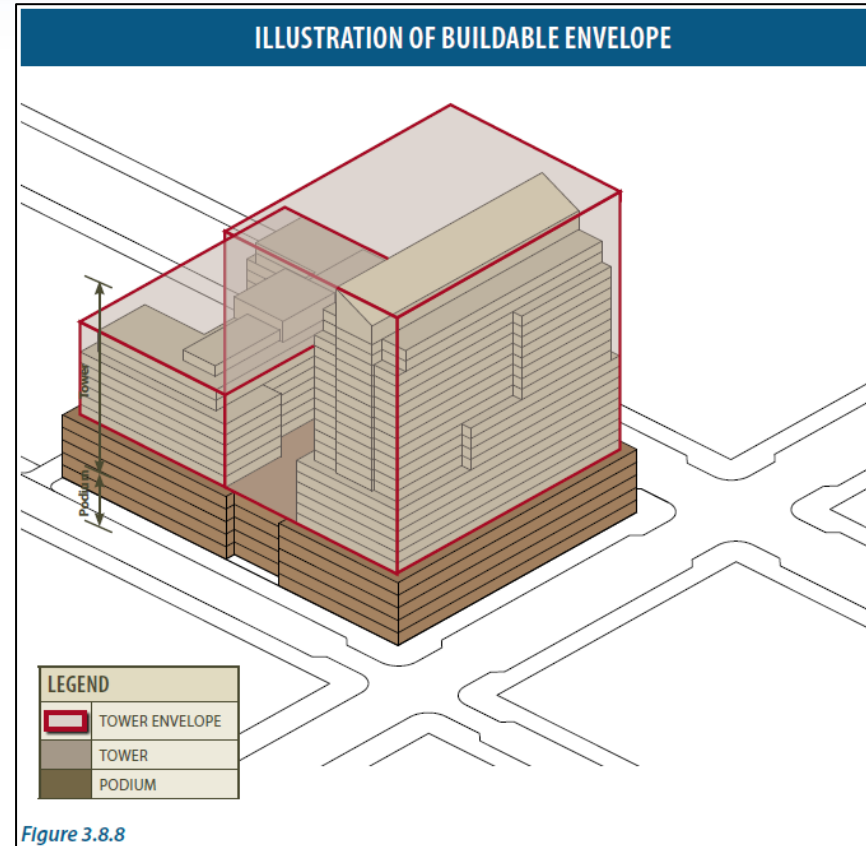


LEGEND	
	TYPE A (RETAIL-ORIENTED MIXED-USE ARTERIAL)
	TYPE B (URBAN MIXED-USE ARTERIAL) EXISTING
	TYPE B (URBAN MIXED-USE ARTERIAL) PROPOSED OR REALIGNED
	TYPE F (REGIONAL CONNECTOR)
	URBAN CENTER LOCAL EXISTING
	URBAN CENTER LOCAL PROPOSED
	NEIGHBORHOOD MINOR
	ALLEY PROPOSED ¹

NOTE:
 ADDITIONAL ALLEYS ARE ENCOURAGED BEYOND THOSE INDICATED ON THE MAP.

Sector Plan Guidance: Building Form

- Building Height
 - 300' (additional 2-3 stories may be considered on 23rd Street)
- Tower Coverage
 - Up to 85%
- Defined podium base
- Tower forming/sculpting with façade step backs
- Distinctive building tops and enhanced mechanical penthouse screening



LEGEND

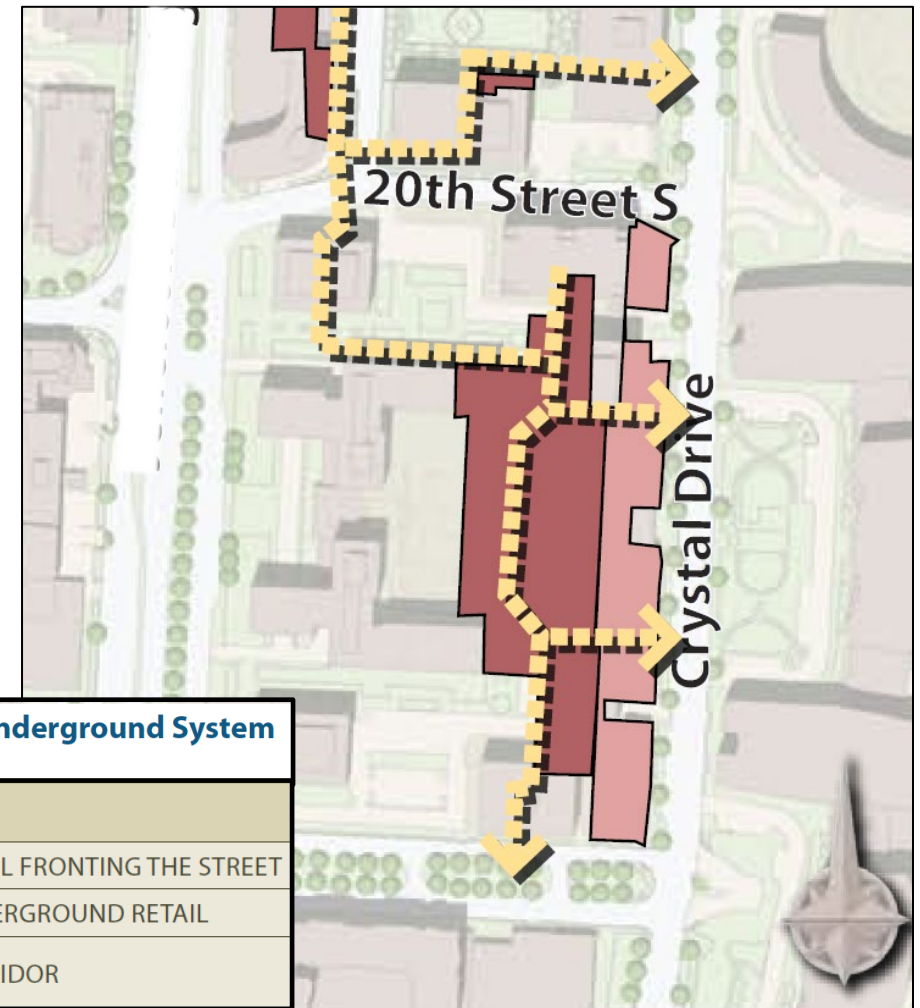
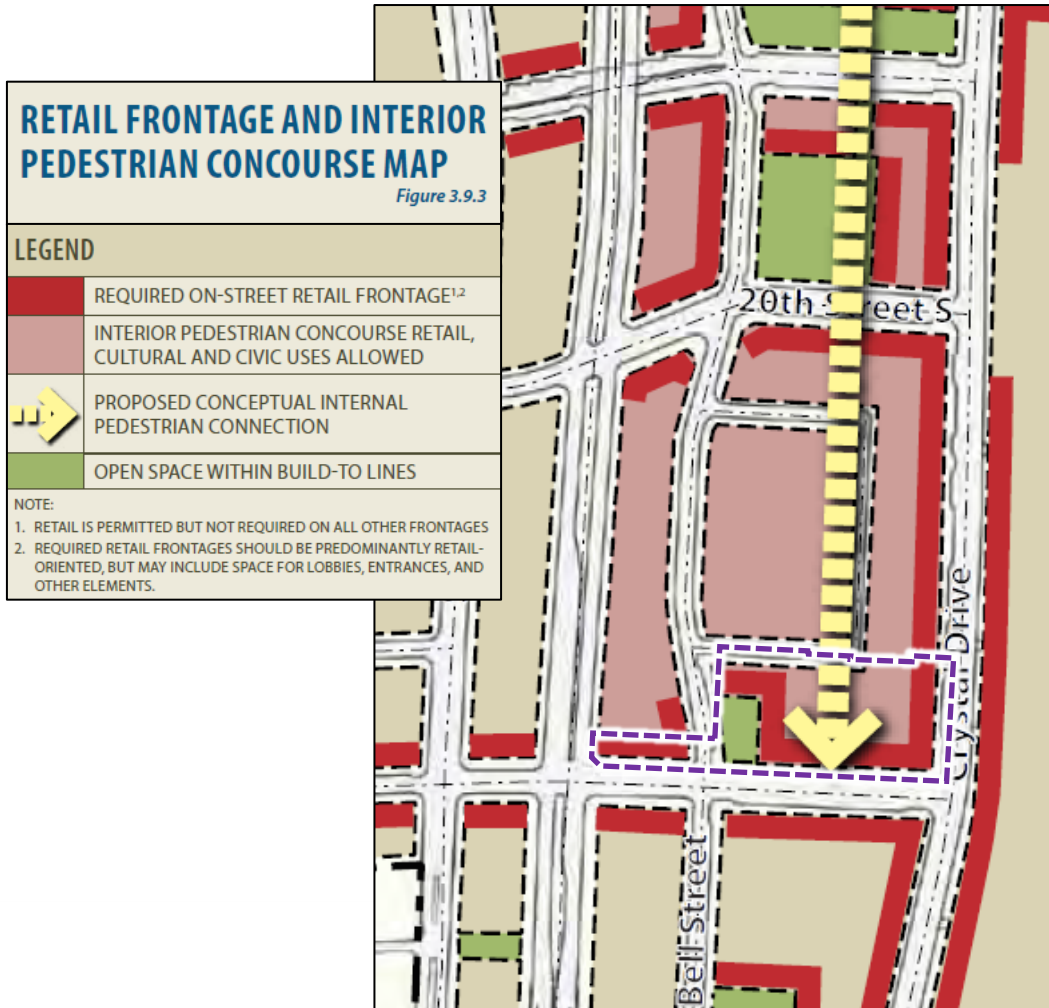
[Yellow]	35'
[Orange]	60'
[Light Blue]	75'
[Dark Blue]	110'
[Dark Purple]	150'
[Red]	200'
[Dark Red]	250'
[Red]	300'
[Green]	OPEN SPACE WITHIN BUILD-TO LINES

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 300' ZONES ALONG 18TH 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-CONFORMING 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 ACCORDANCE WITH THEIR EXISTING BUILDING HEIGHTS AS PERMITTED IN THEIR APPLICABLE ZONING DISTRICT AND APPROVED SITE PLAN.

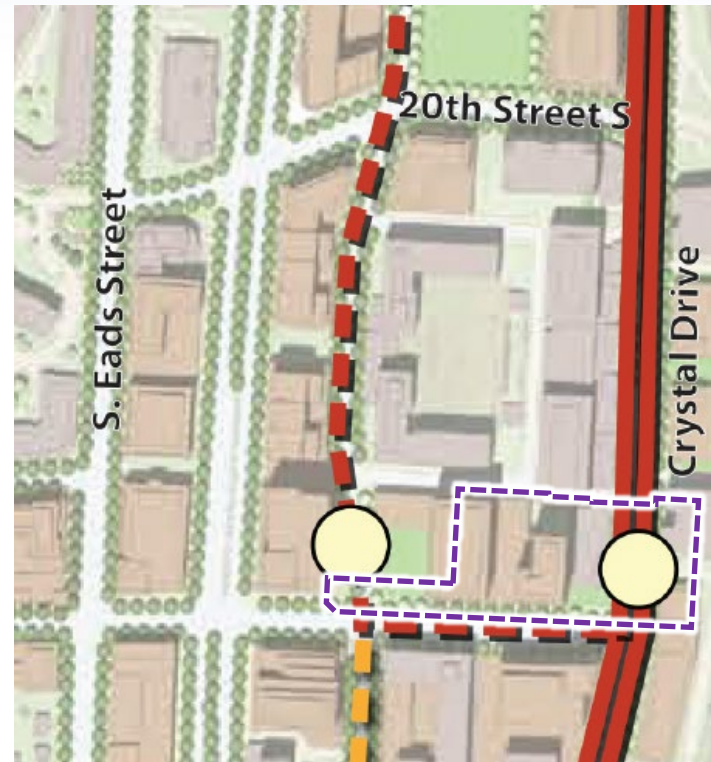
Sector Plan Guidance: Retail

Retail Frontages and Underground System



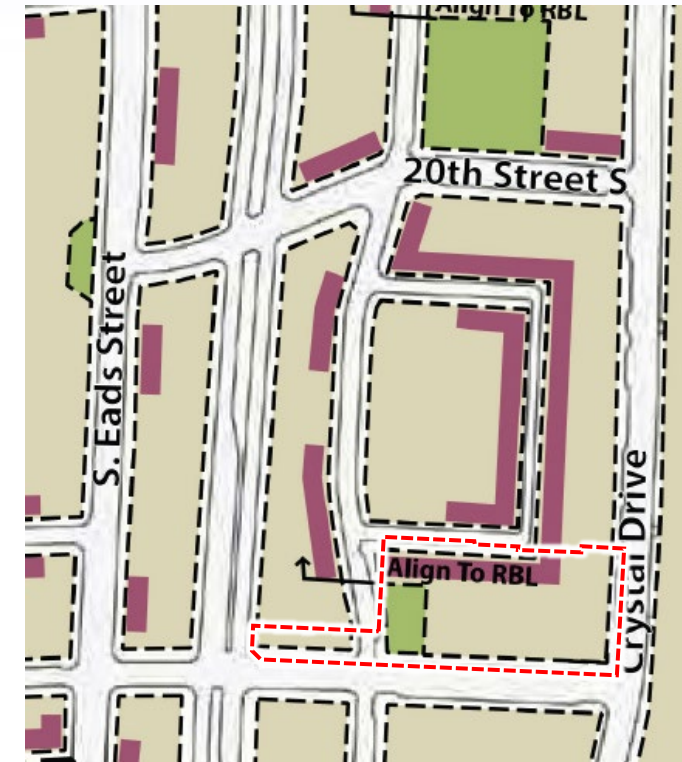
Sector Plan Guidance: Transportation

- Clark-Bell Street realignment
- Transitway stop near Open Space #10 / 23rd Street Plaza
- Loading located on alleys interior to the block



LEGEND	
	PROPOSED NEAR-TERM TRANSITWAY ALIGNMENT
	PROPOSED MID-TERM TRANSITWAY ALIGNMENT
	PROPOSED LONG-TERM TRANSITWAY ALIGNMENT
	METRO LINE
	VRE
	PROPOSED TRANSIT STOP
	EXISTING METRO STATION ENTRANCE
	POTENTIAL SECOND ENTRANCE TO METRO

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

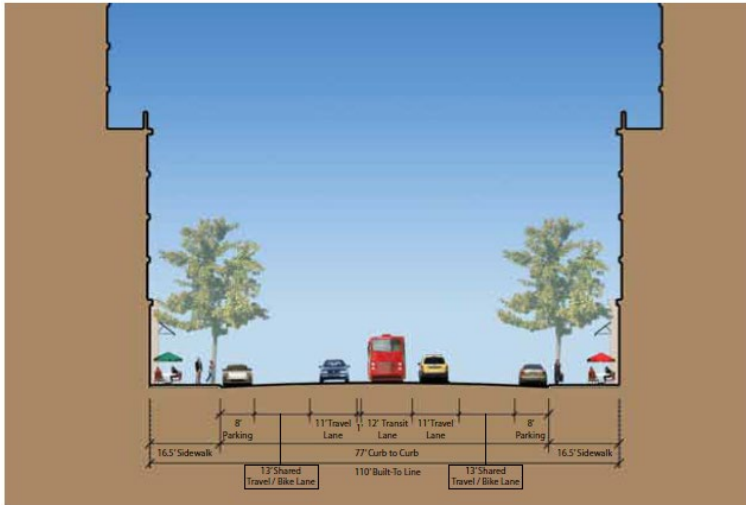


LEGEND	
	GENERALLY PREFERRED FRONTAGE WHERE LOADING, SERVICE, AND GARAGE ENTRANCES ARE LOCATED ON A STREET
	OPEN SPACE WITHIN BUILD-TO LINES

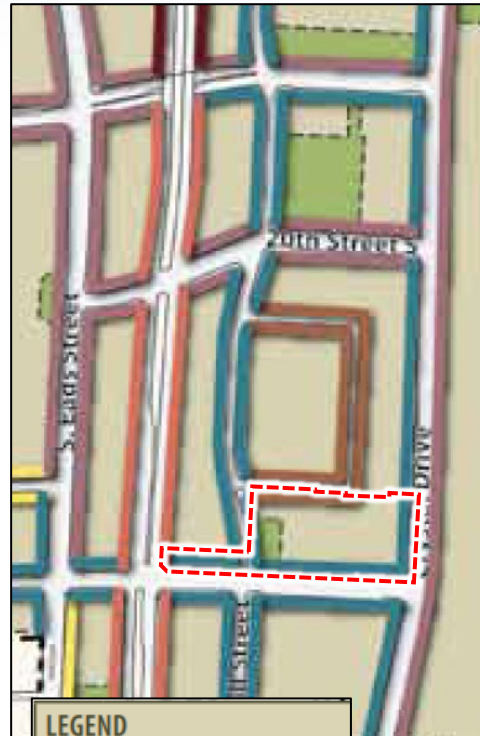
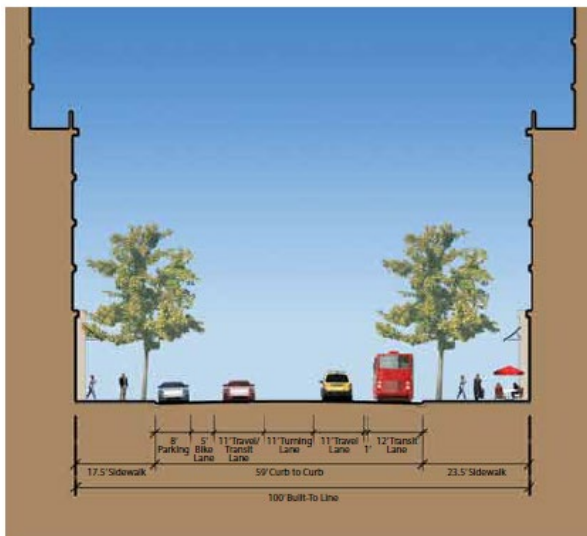
NOTE:
1. WHEREVER POSSIBLE, ALLEYS SHOULD BE PROVIDED WITHIN BLOCKS AND SERVICE, LOADING, AND GARAGE ENTRANCES SHOULD BE LOCATED AT THESE ALLEYS RATHER THAN ON STREET FRONTS
2. WHEREVER POSSIBLE, SERVICE AND PARKING ENTRANCES SHALL NOT BE LOCATED ON TYPE A OR B STREETS.

Sector Plan Guidance: Streetscape & Sidewalks

D-D' - 23RD STREETS S



B-B' - CRYSTAL DRIVE - NORTH OF 23RD STREET S



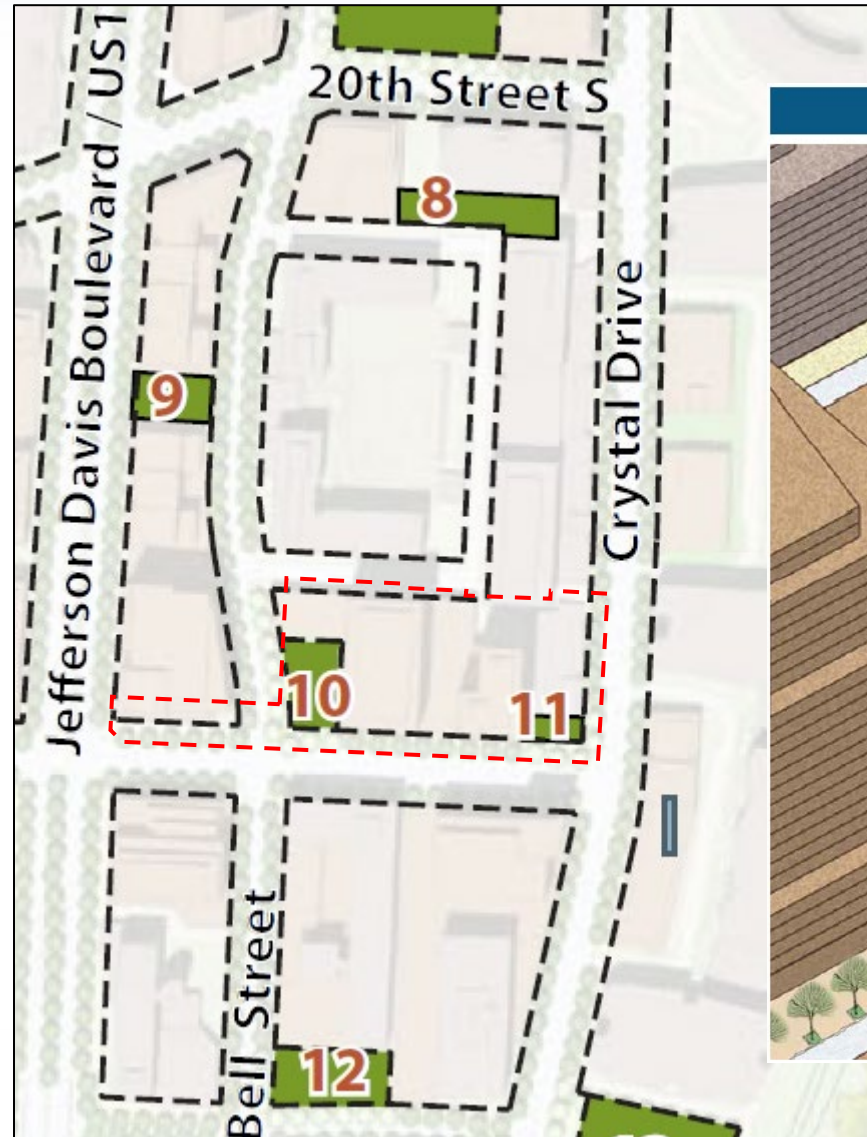
LEGEND	
	JEFFERSON DAVIS BLVD - NORTH OF 18TH ST.
	JEFFERSON DAVIS BLVD - SOUTH OF 18TH ST.
	18' TO 22' COMM./MIXED
	15' TO 18' RESIDENTIAL
	15' TO 18' COMM./MIXED
	12' TO 15' COMM./MIXED

15 TO 18 FEET - COMMERCIAL/MIXED



Sector Plan Guidance: Public Open Space

- Open Space #10
 - “23rd Street Plaza”
 - 13,000 sf
 - Retail uses envisioned on the north and east sides
 - “Noteworthy” design for north building wing
- Open Space #11
 - “Landscaped Plaza”
 - 3,300 sf
 - Not defined by build-to lines
 - Landscaped with tables/seating for outdoor dining

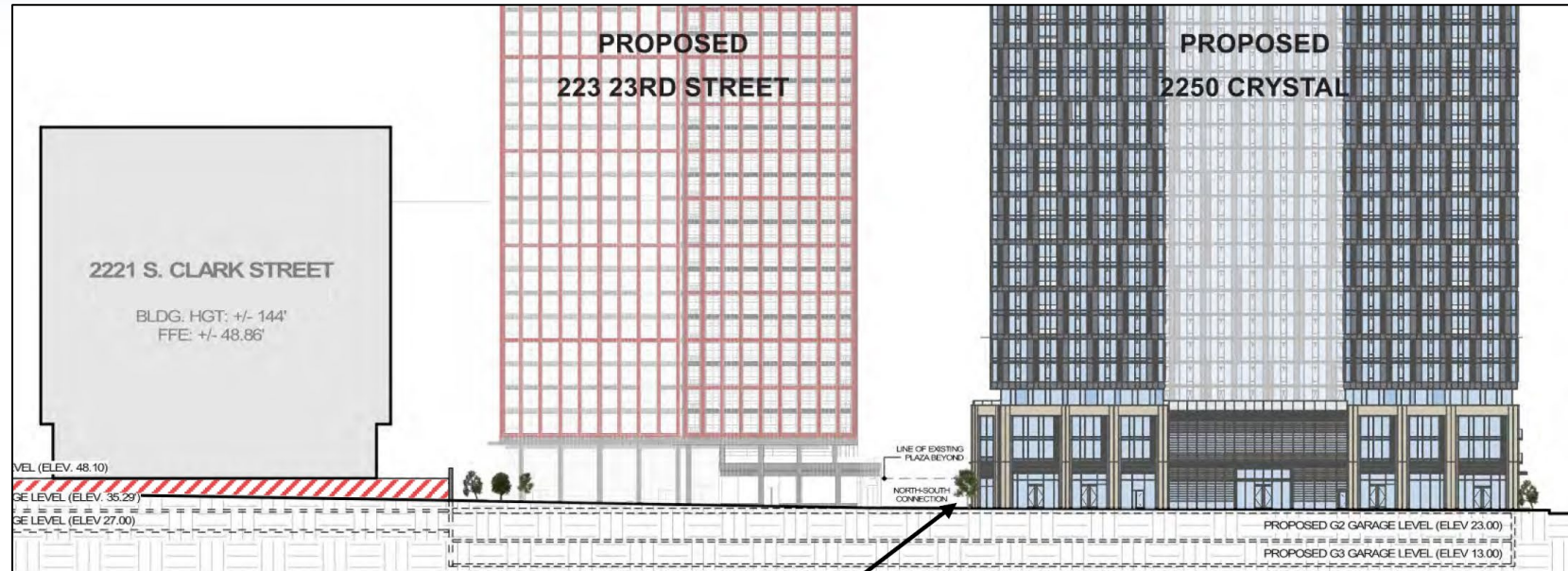


Project Discussion

Building Form and Height

223 23rd Street Building Deviations

- Podium base defined through recessed space and canopy overhang
- Sector Plan calls for tower forming/sculpting with façade step backs



Architecture

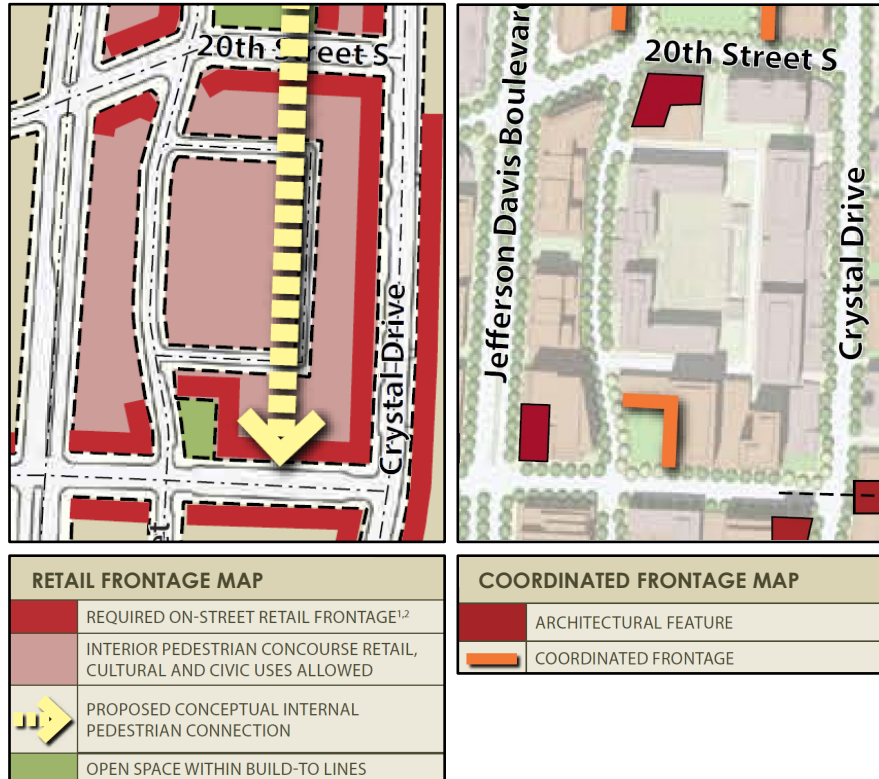
Ground floor frontages

- Sector plan goals for pedestrian scale and retail frontages call for additional attention on ground floor facades
- Additional ground level facade considerations include:
 - 223 Building frontage on Open Space #10, including western façade along anticipated Open Space #10 expansion
 - 2250 Building frontage along proposed plaza and Open Space #11

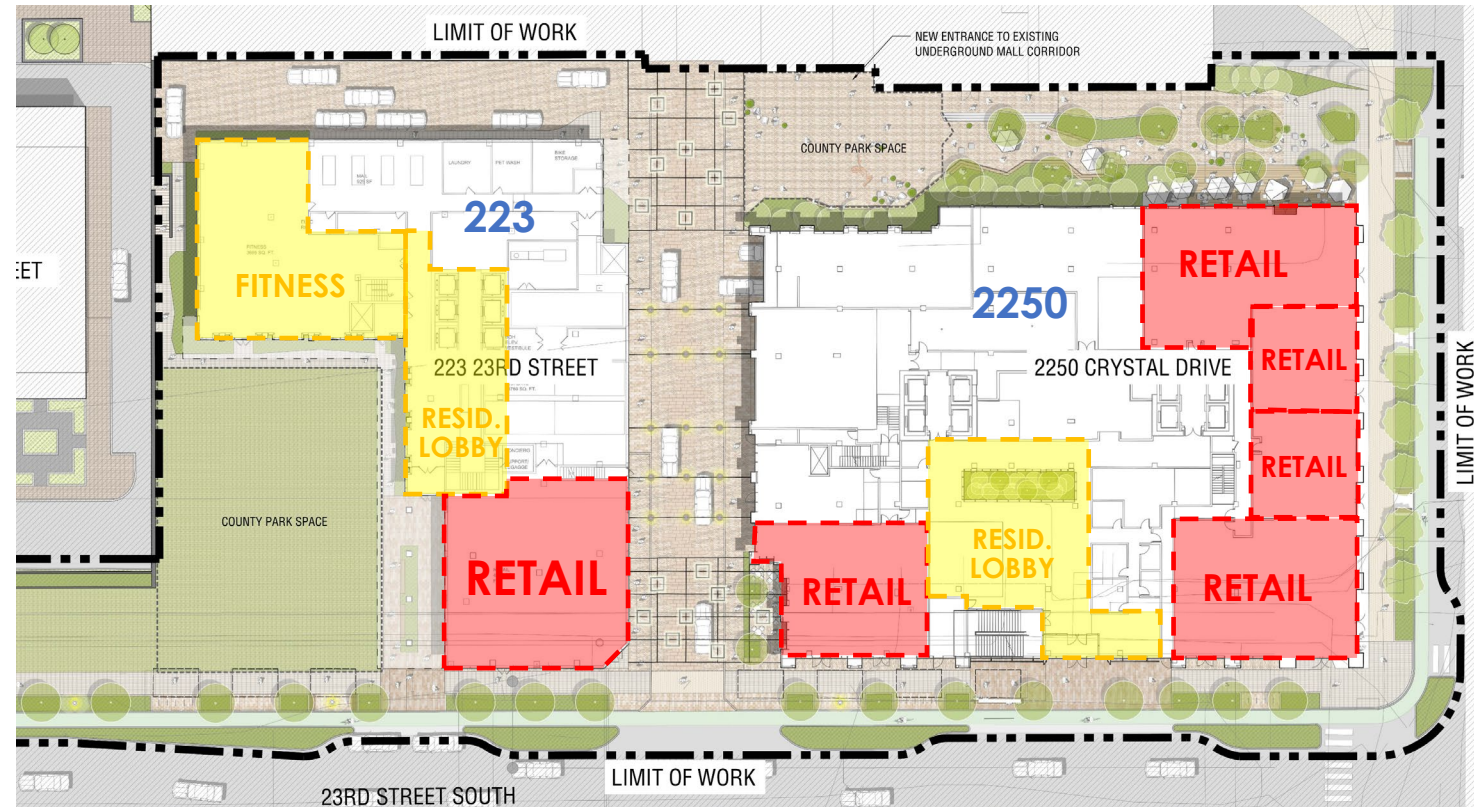


Retail and Coordinated Frontages

Sector Plan Guidance



Development Proposal

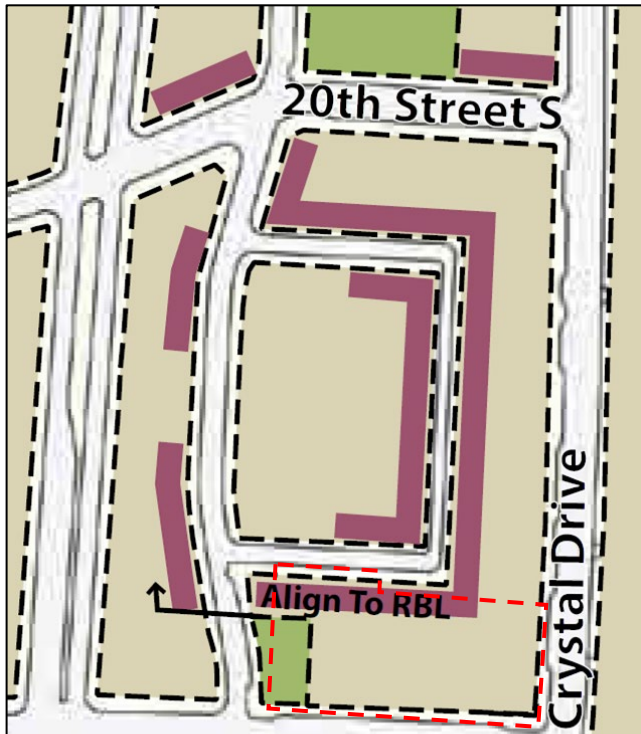


by market demand. For required retail frontages, it is understood that portions of the frontages may include lobbies, entrances, and other elements, while still maintaining a predominantly retail character. On the east side, retail frontage has been coordinated

- At the North side of park #10, the applicant is proposing to have the **fitness space and lobby** as opposed to retail.
- **1/3 portion of the South façade** of building #3 is being proposed as staircase and lobby entrance to the residential building.
- The 2 facades facing Open Space #10 are identified in the Sector Plan as **Coordinated Frontage**.

Street Network, Parking and Loading

Sector Plan Guidance



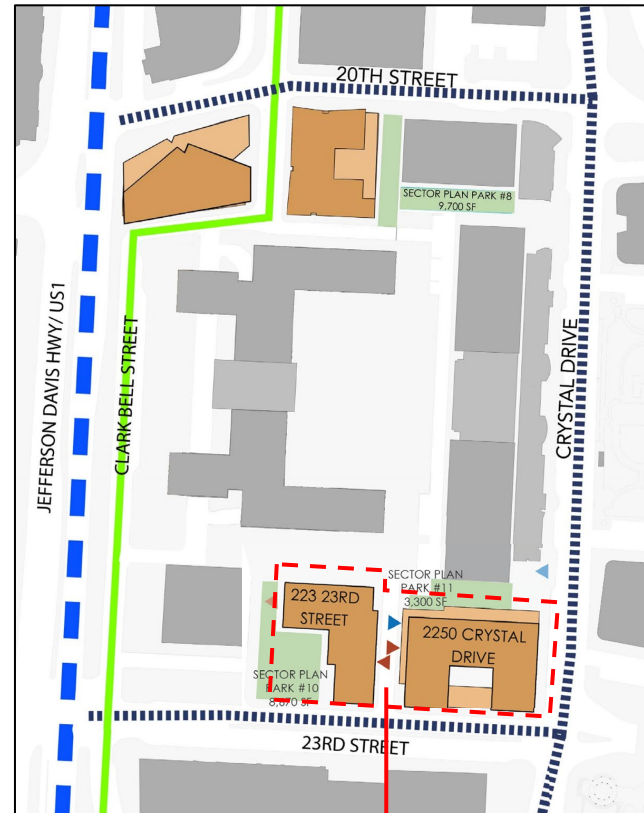
GENERALLY PREFERRED FRONTAGE WHERE LOADING, SERVICE, AND GARAGE ENTRANCES ARE LOCATED ON A STREET

OPEN SPACE WITHIN BUILD-TO LINES

NOTE:

- WHEREVER POSSIBLE, ALLEYS SHOULD BE PROVIDED WITHIN BLOCKS AND SERVICE, LOADING, AND GARAGE ENTRANCES SHOULD BE LOCATED AT THESE ALLEYS RATHER THAN ON STREET FRONTS
- WHEREVER POSSIBLE, SERVICE AND PARKING ENTRANCES SHALL NOT BE LOCATED ON TYPE A OR B STREETS.

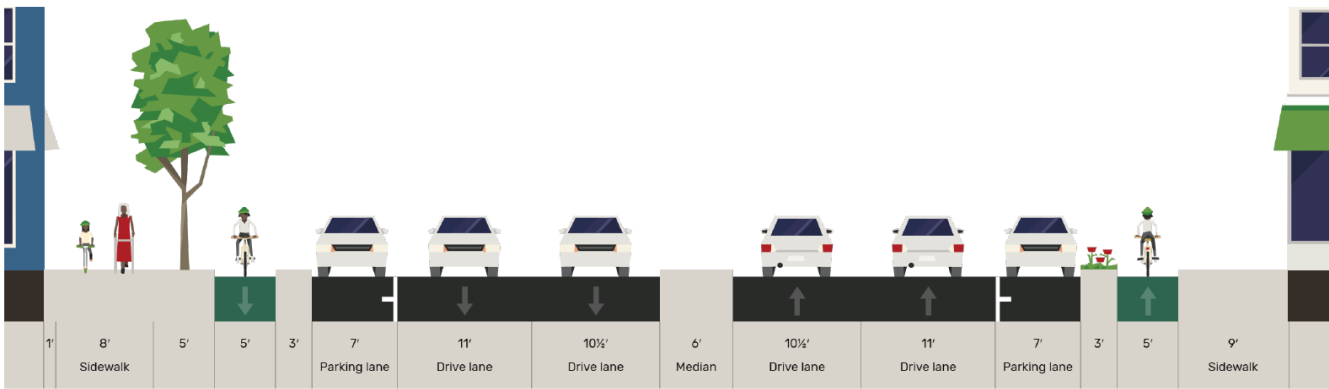
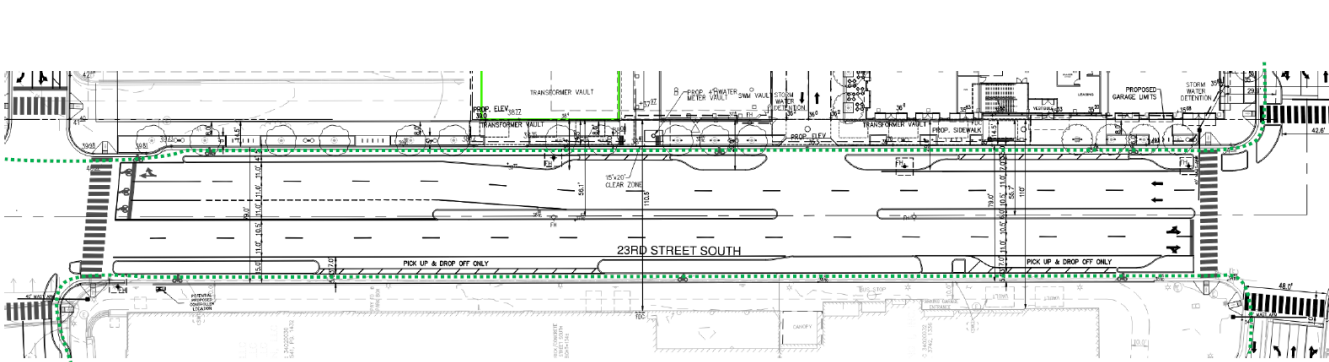
Applicant Proposal



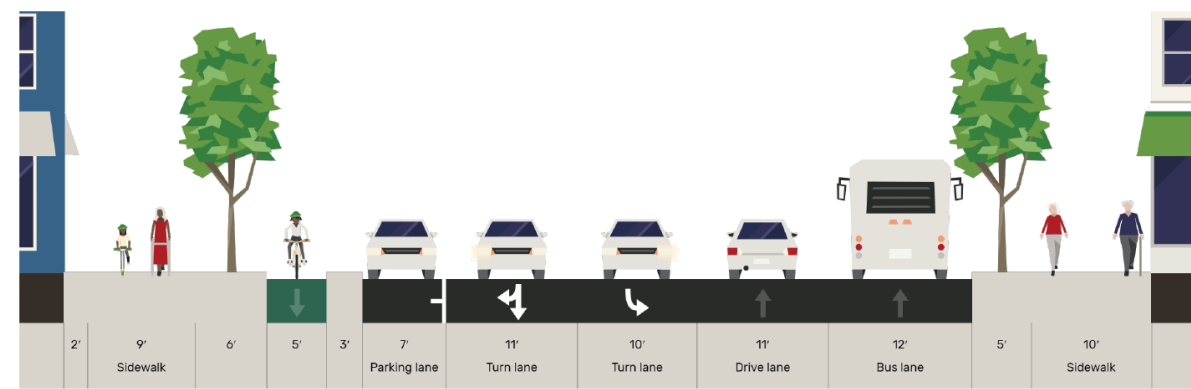
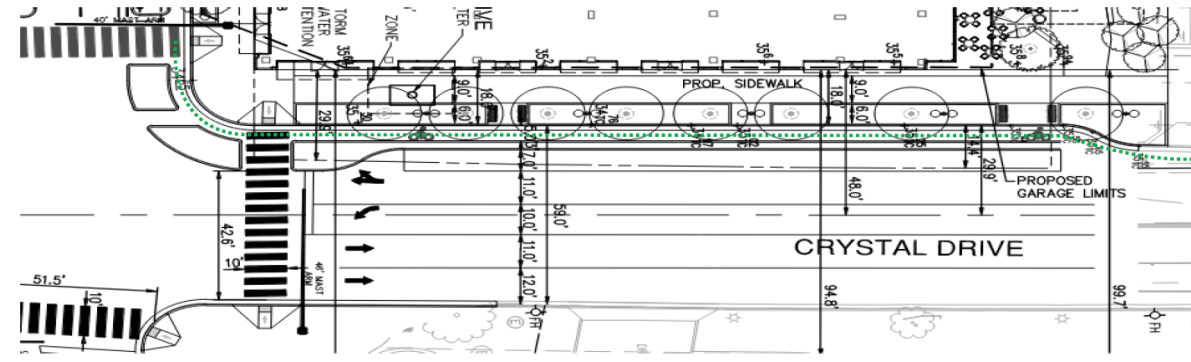
NEW SERVICE ALLEY
"North-South Connection"

- A **North-South Connection** between the two buildings is proposed
 - Connection would remain as a dead end until further development happens to the North
 - New connection would result in new built-to-lines
- The Sector Plan envisions the service and loading entrances on the rear street parallel to 23rd Street
 - Proposed parking and loading entrances are located on the North-South Connection
- Parking is located in rebuilt garage structure connecting to existing underground parking area:
 - Proposed at 0.3 spaces/unit for both buildings
 - Residential Parking Guidelines (2017) recommend market rate parking ratio as low as 0.3 spaces/unit for this block

Streetscape



23rd Street Realignment



Crystal Drive Improvements

Public Open Space

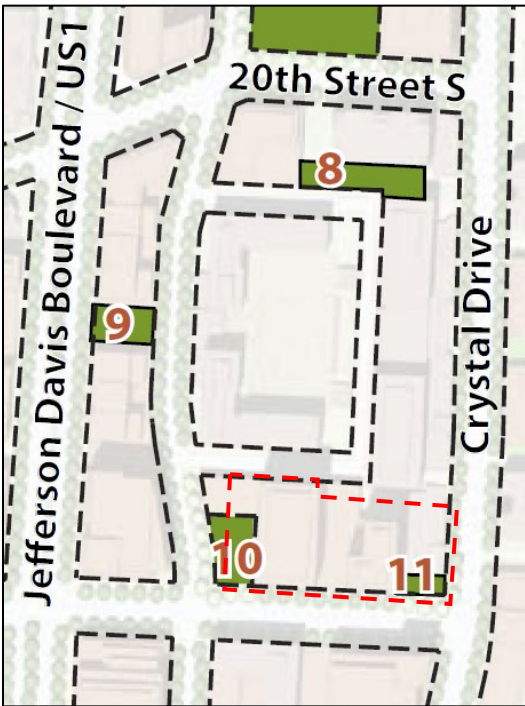
Sector Plan Guidance

TABLE 3.7.1 - OPEN SPACE DESIGN CONCEPTS

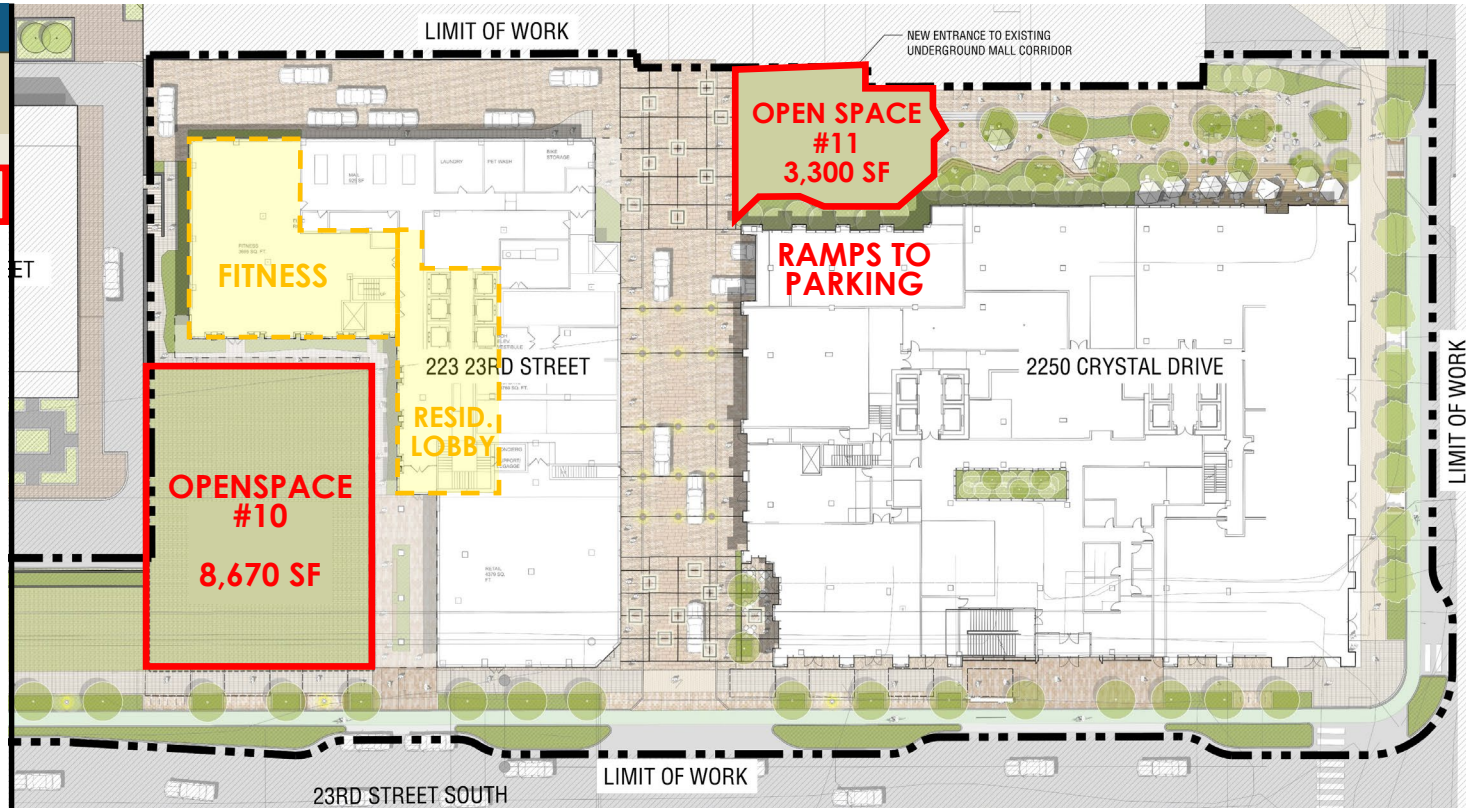
PARK NUMBER*	NAME	SIZE (SQ. SF.)**	DEFINED BY BUILD-TO LINES	PARK DESIGN RECOMMENDATION
10	23RD ST PLAZA	13,000	YES	DESIGN CONCEPT PROVIDED, SEE PAGE 82
11	PLAZA	3,300	NO	LANDSCAPED PLAZA WITH TABLES AND SEATING FOR OUTDOOR DINING

OPEN SPACE #10

This new retail plaza will be located at the corner of 23rd and Clark-Bell Streets, with at-grade access from 23rd Street. The target size is 13,000 square feet. Retail uses are envisioned on the north and east sides of the plaza, with pervious paving and landscaping appropriate for an active retail venue. The building wing to the north should have a noteworthy design that helps create a sense of place to the park backdrop, with a level of transparency that helps activate the space



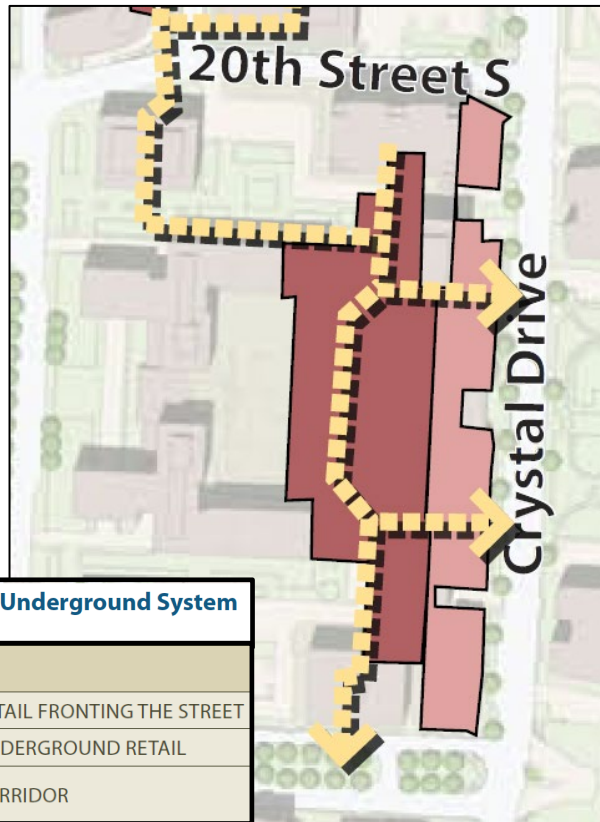
Development Proposal



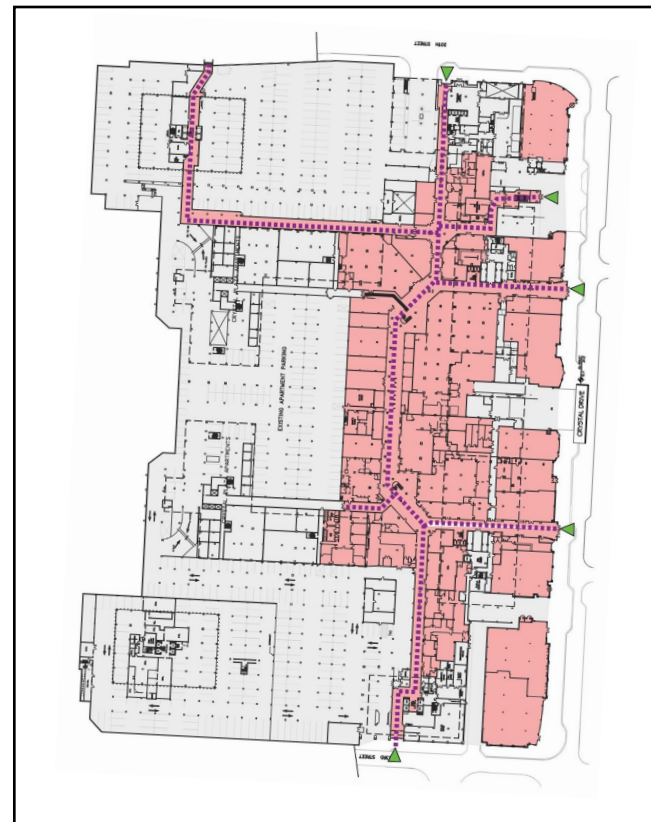
- The applicant is proposing an open space #10 that is **33% smaller** than what is envisioned in the Sector Plan as an interim condition.
- Space #11 is being shown in a **different location** and with different design elements.
- Both open spaces are framed by uses different than what the sector Plan is suggesting: **retail**.

The Underground

Sector Plan Guidance



Existing



Applicant Proposal

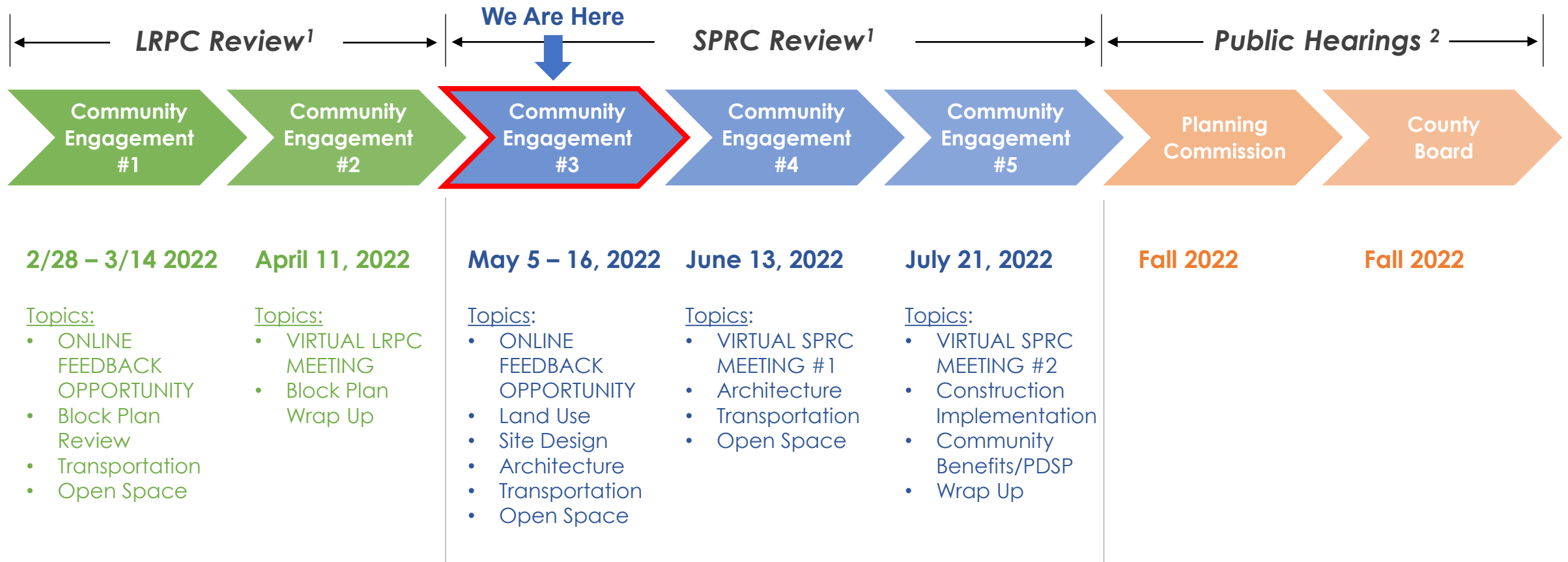


Proposed access to the Underground

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.

- Pedestrian access to the underground will be **provided along the sidewalk** of the new internal N/S connection.
- **Access to the underground** will be provided by the proposed open space #11.

Review Process



1. Anticipated schedule is subject to change based on nature of public feedback and guidance from Planning Commission
2. Public Hearings may also include other Commissions such as Transportation and Parks & Recreation

Next Steps

- Provide your feedback, comments, and questions by visiting the Project Pages or reaching through the contacts below
- Comment Period will be open from **May 5 – May 16, 2022**

County Staff
Block Plan Review:
Michael Cullen
mcullen@arlingtonva.us

Planning Commission
LPRC Chair:
James Schroll
jmschroll@gmail.com

- Additional County staff contacts are provided on each of the individual project pages:

Project Website: <https://www.arlingtonva.us/Government/Projects/Project-Types/Site-Plan/2250-Crystal-Drive>

Thank You