

Crystal City Block M

June 24, 2024

Long Range Planning Committee (LRPC) Block Plan CCBP-M-3

2101 & 2111 Richmond Hwy – Crystal Plaza Apartments

Project Website:

<https://www.arlingtonva.us/Government/Projects/Project-Types/Site-Plan/2101-2111-Richmond-Highway-Crystal-Plaza-Apartments>

Presentation Outline

- Purpose of a Block Plan
- Block M Location and Existing Conditions
- Sector Plan Guidance and Identified Deviations
- Applicant Proposal
- Deviations from the Sector Plan
- Next Steps

BLOCK M

ILLUSTRATIVE CONCEPT PLAN

Figure 3.2.2



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**

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 4 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 the LRPC Meeting

Work towards determining whether there is:

A. General LRPC consensus that the proposed Block Plan meets Sector Plan goals and is ready to inform the SPRC review of the final site plan for Block M;

OR

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

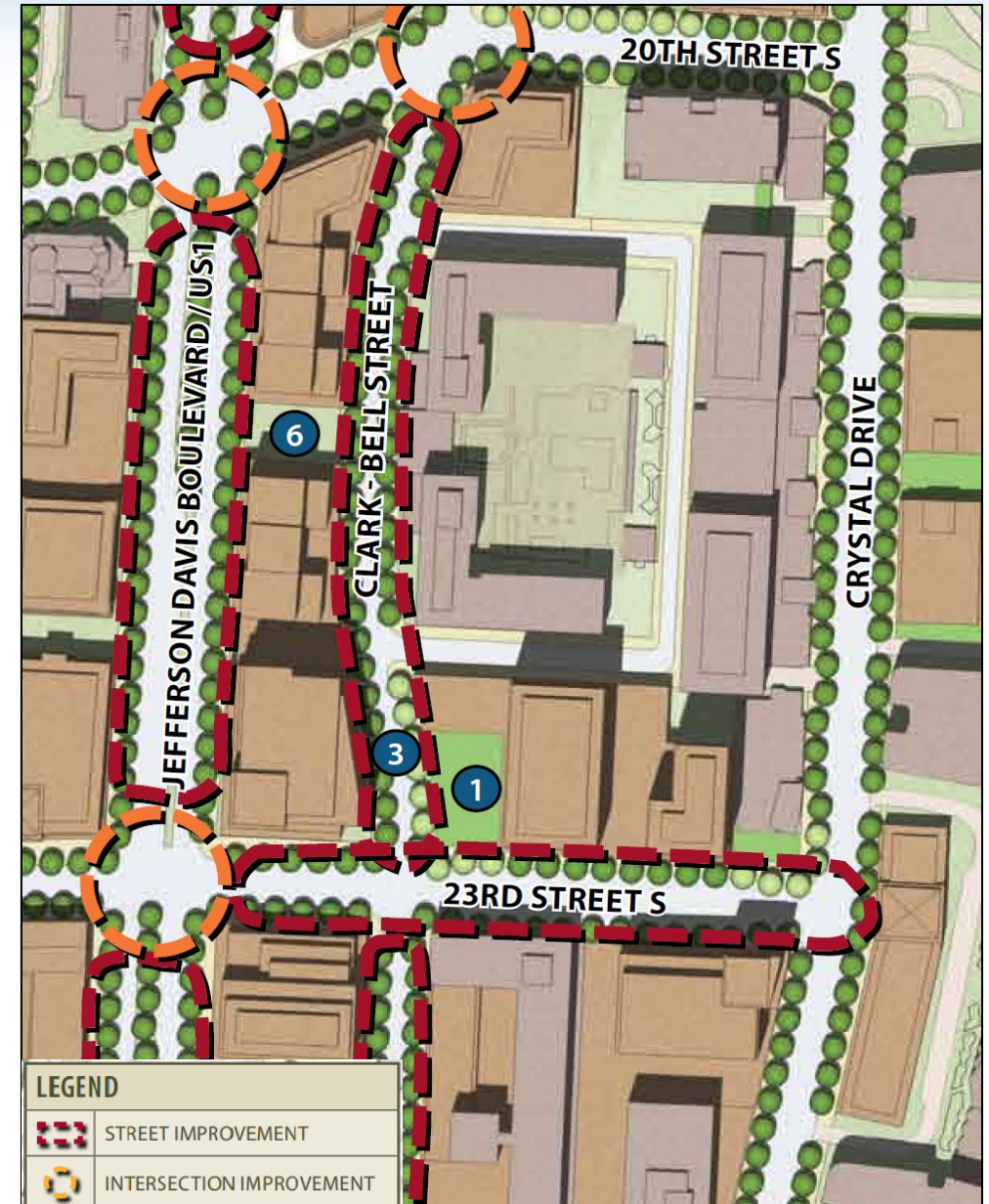
Block Location

Entertainment District

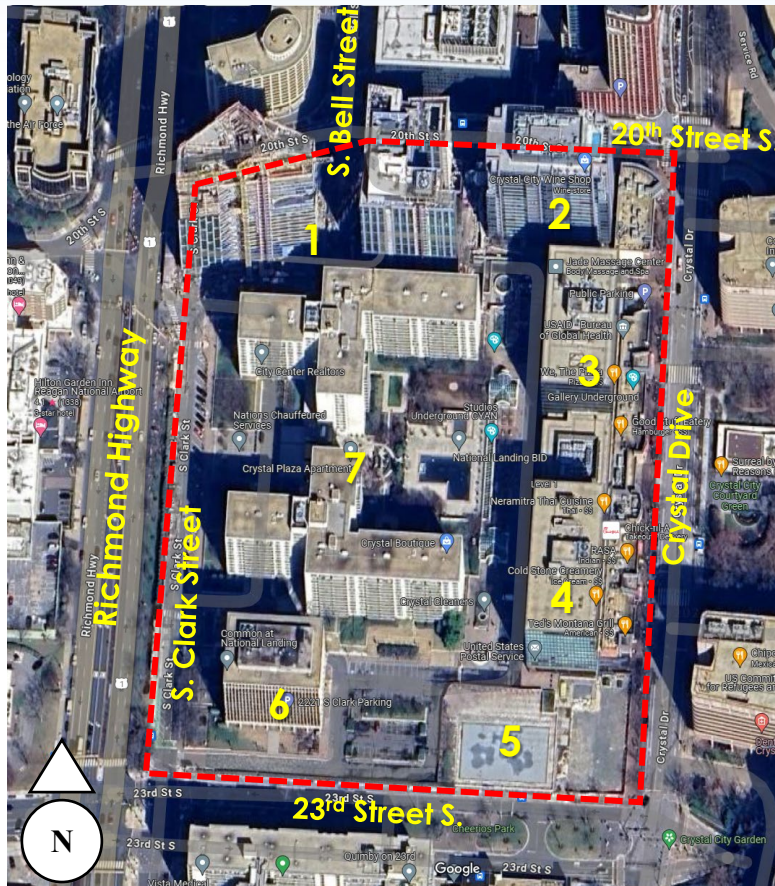
(as described in the Crystal City Sector Plan)

Annotated Plan Legend

- 1** 23rd Street Plaza – This active retail plaza with benches, a fountain, café seating, civic art, and landscape will be the heart of the 23rd Street retail spine.
- 3** New Clark-Bell Street - This realigned north/south street allows greater pedestrian, vehicular and transit circulation and will provide needed relief to cross street intersections at Jefferson Davis Boulevard.
- 6** Mid-Block Parks – These small neighborhood parks will provide pathways to connect neighborhoods while also inviting people to slow down to view unique landscaping and park elements.



Existing Conditions



1. Plaza 1

2. 220 20th Street

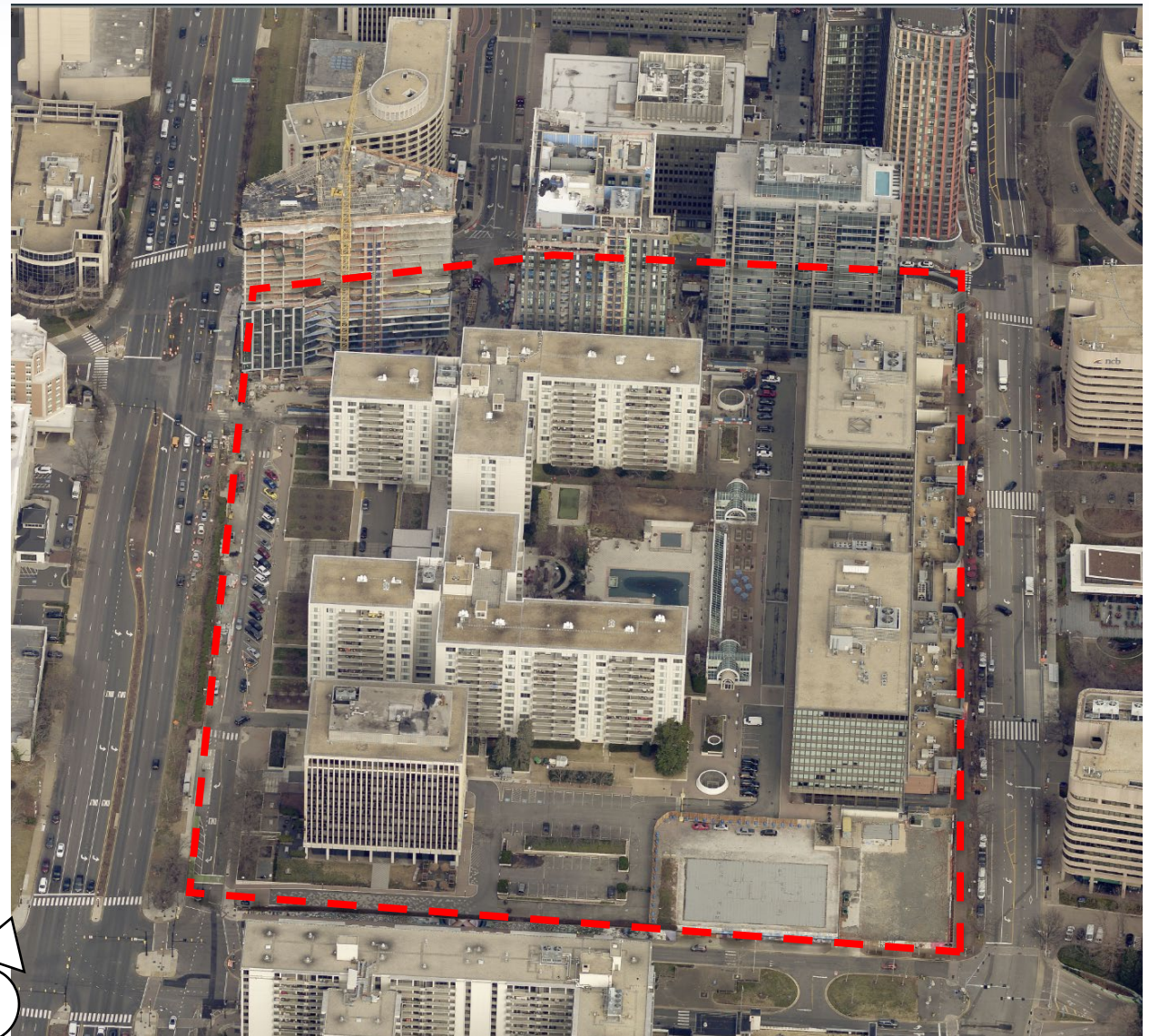
3. 2100 Crystal Drive

4. 2200 Crystal Drive

5. Plaza 5

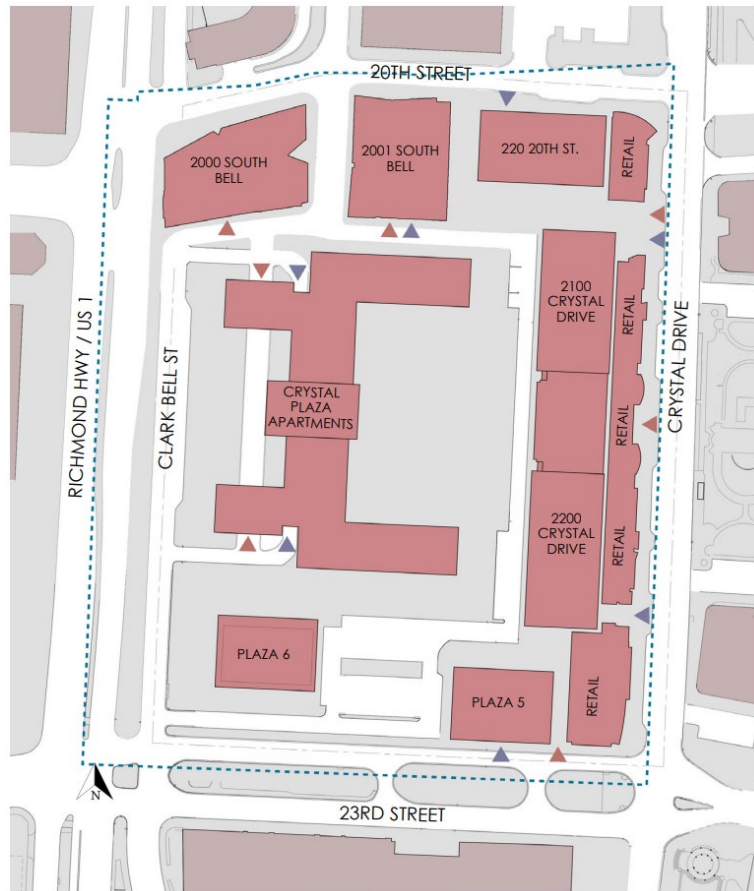
6. Plaza 6

7. Crystal Plaza
Apartments



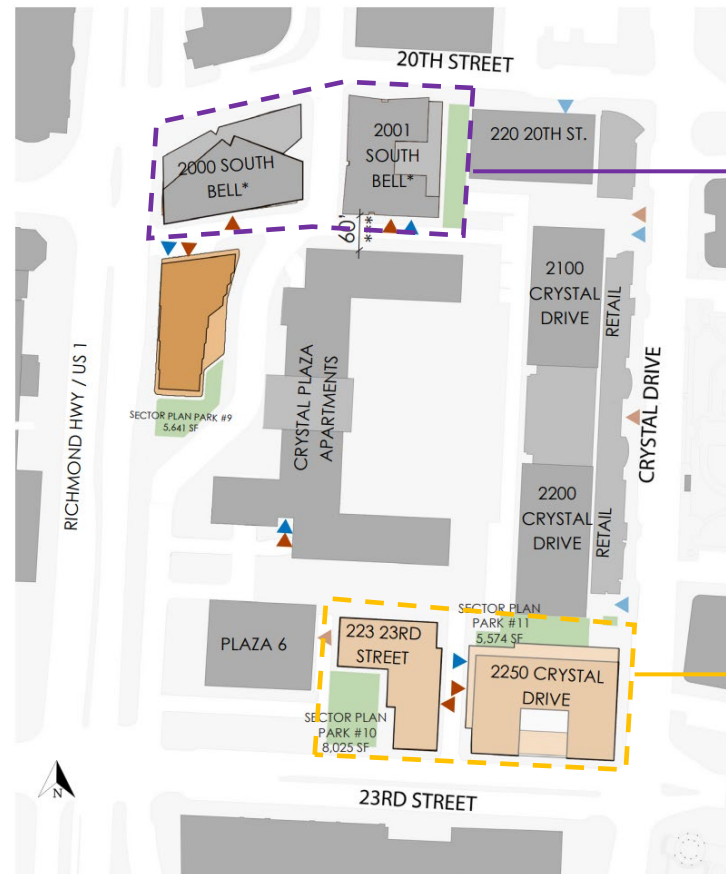
Site Plan Applications within Block Plan M

Existing Conditions



- Block M Boundary (Per Sector Plan)
- ▲ Existing Loading
- ▲ Existing Parking Entry

Proposed Redevelopment



- ▲ Existing Loading
- ▲ Existing Parking Entry
- ▲ Proposed Loading
- ▲ Proposed Parking Entry

* PREVIOUSLY APPROVED

Approved by County Board in May 2021:

1. 2000 S. Bell Street
2. 2001 S. Bell Street (Crystal Plaza 1)

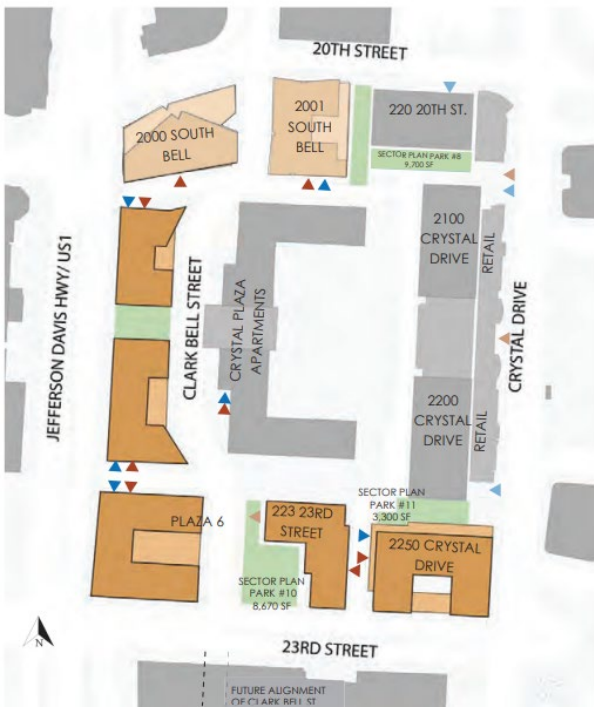
Approved by County Board in January 2023:

3. 2250 Crystal Drive
4. 223 23rd St. S. (Crystal Plaza 5)

Block M Background

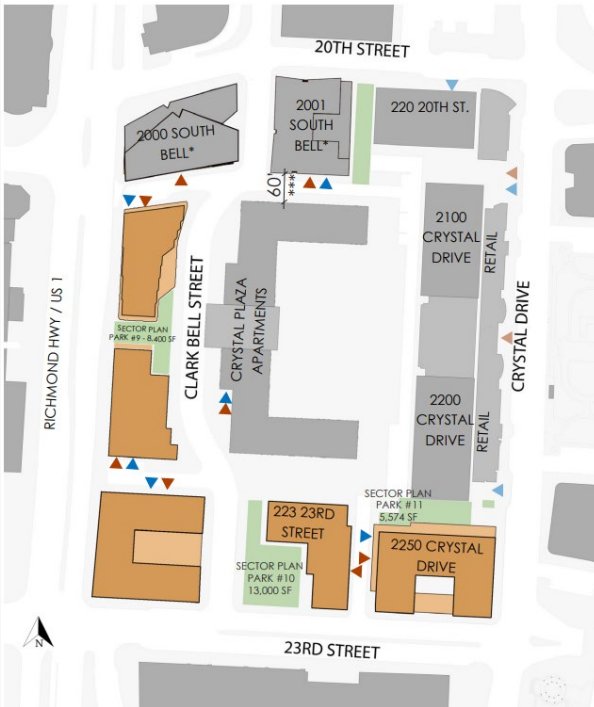
Future Block Plan A

FUTURE PLAN A



Approved

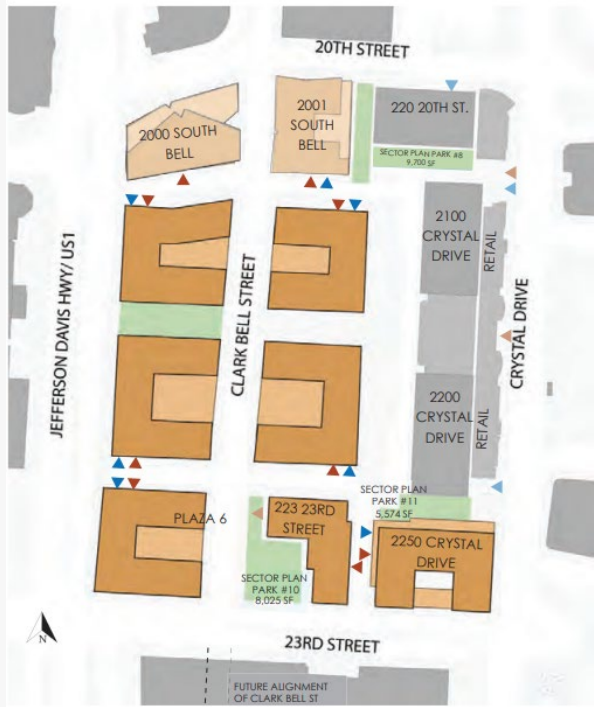
FUTURE PLAN A



Proposed

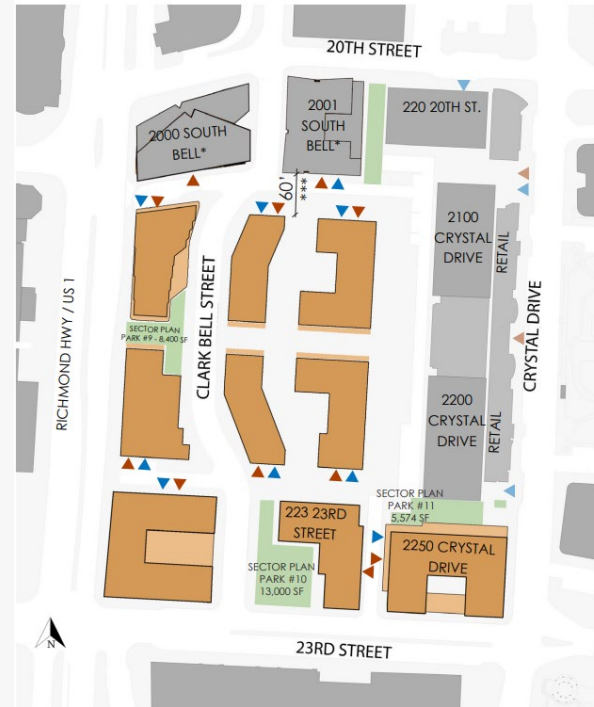
Future Block Plan B

FUTURE PLAN B



Approved

FUTURE PLAN B



Proposed

Sector Plan (CCSP) Deviations Summary

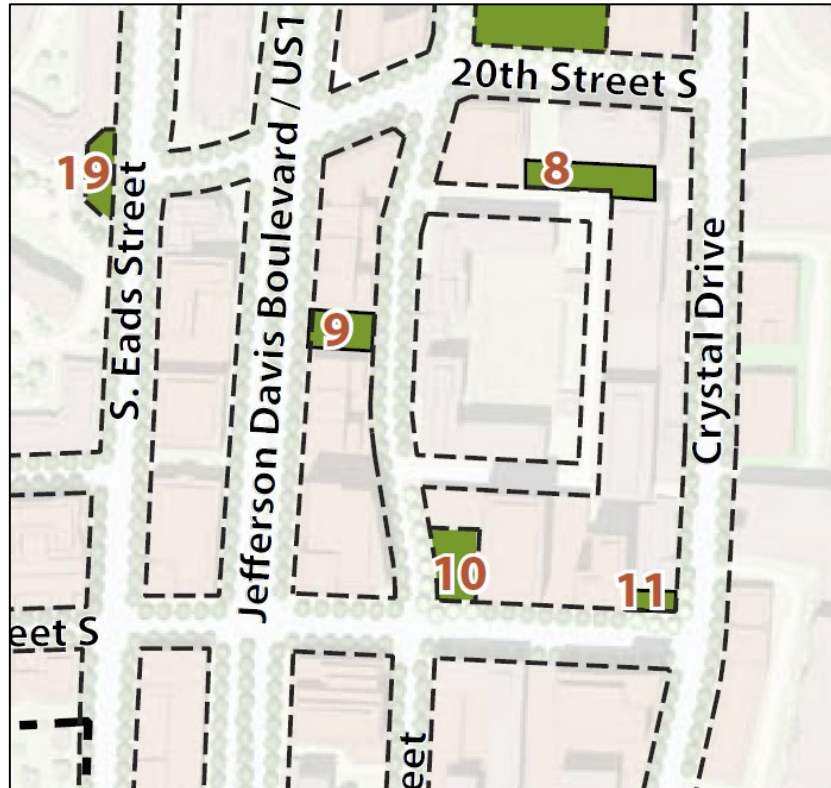
CCSP Map/ Item	CCSP Page	Deviation (Y/N)	Description
Building Heights	94, 95	N	The proposed building meets the SP guidance on height by not surpassing the 250' maximum height restriction (a 23' mechanical penthouse is also proposed).
Bulk Plane Angle	97	N	There are no Bulk Plane Angle requirements for this site.
Tower Coverage	99	N	The Sector Plan calls for a maximum tower coverage of 85% of the net buildable area. The site plan proposed meets the tower coverage requirements by proposing 79.5%.
Tower Separation	94	N	Plan calls for separation greater than 60' between building towers above the 5 th floor. The proposed building is meeting that requirement.
Land Use Mix	103	N	The Sector Plan allows for a mix of uses and requires a minimum of 40% residential. The proposed projects are 100% residential with some retail shown on the ground floor.
Public Open Space	78, 79, 82	Y	The Sector Plan calls for one open space to be located within the application area. The applicant shows the total 8,400 sq.ft. space being achieved at the final block plan phase (proposing to deliver 5,640 sq. ft. with the first phase of development). The shape of the open space is also different from what is envisioned in the Sector Plan, although the open space is not bound by build-to-lines.
Base Density	93	N	Sector Plan calls for commercial density of 3.8 FAR or 4.8 if residential.

Sector Plan (CCSP) Deviations Summary

CCSP Map/ Item	CCSP Page	Deviation (Y/N)	Description
Build-to-Lines	47	N	The proposed building meets the Sector Plan's build-to-lines.
Street and Streetscape Sections	63-65, 122	Y	The Sector Plan envisions the realigned Clark-Bell Street to provide two-way travel with accommodation of the southbound surface transitway (as proposed, the interim condition would not have sufficient street width to accommodate transit operations).
Surface Transit	57	Y	The Sector Plan envisions a dedicated lane for the proposed alignment of the surface transitway.
Services & Loading	111	Y	The Sector Plan envisions the service and loading entrances on Clark-Bell Street, the applicant is proposing to locate these on the same alley as the adjacent Crystal Plaza 1 West Tower (to the north).
Street Network	51	Y	The Sector Plan proposes to realign Clark-Bell Street between 20th and 23rd Streets. The proposed site plan builds upon the realigned segment previously delivered with the 2000/2001 S. Bell Street project by introducing another segment of the final alignment which will connect to S Clark Street until the redevelopment of the southern portion of the block is proposed.
Retail Frontage & Coordinated Frontage	107, 119	N	The Sector Plan does not require an on-street retail frontage or a coordinated frontage on this site.
Underground	89	N	This proposal does not impact the Underground (located east of the site area).

Deviation 1. Public Space

Open Space Network



#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. Approximately 8,400 sq. ft. in size.

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

#10. Plaza. A retail plaza with pervious paving and landscaping.

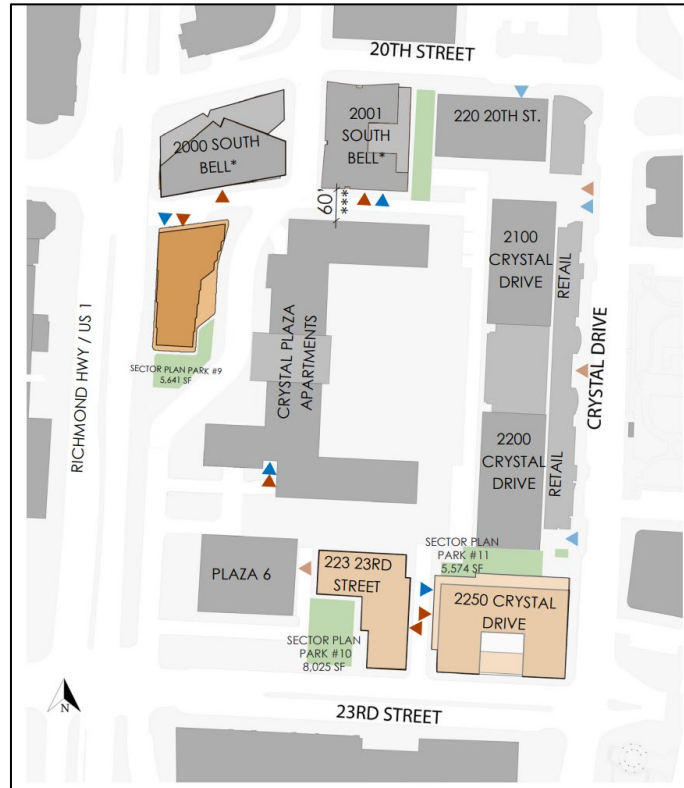
Note: Spaces #8, #10, and #11 fall within parcels owned by JBG Smith (not subject of this proposal)

Deviation 1. Public Space



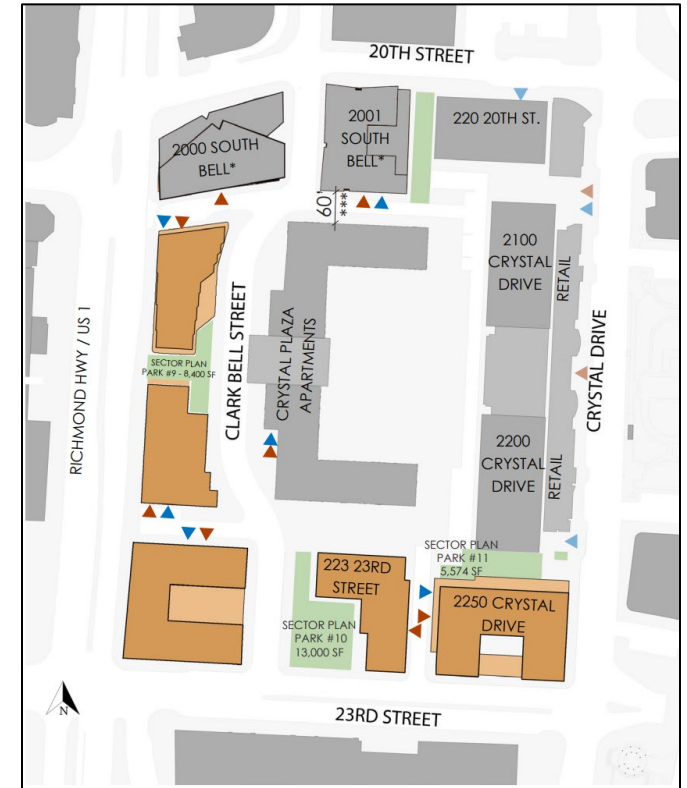
Sector Plan Guidance

Public Space #9: 8,400 sf



Interim Public Space

Public Space #9: 5,640 sf



Long-Term Public Space

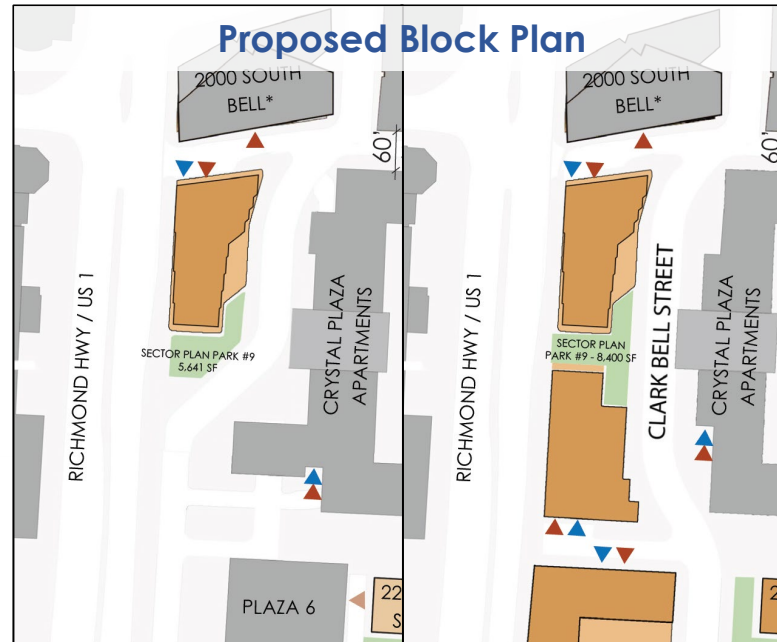
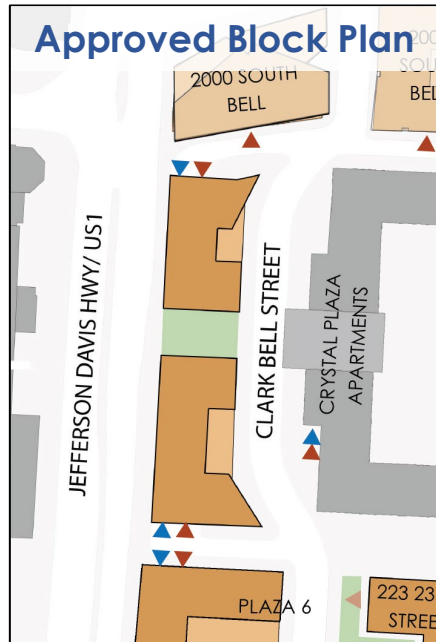
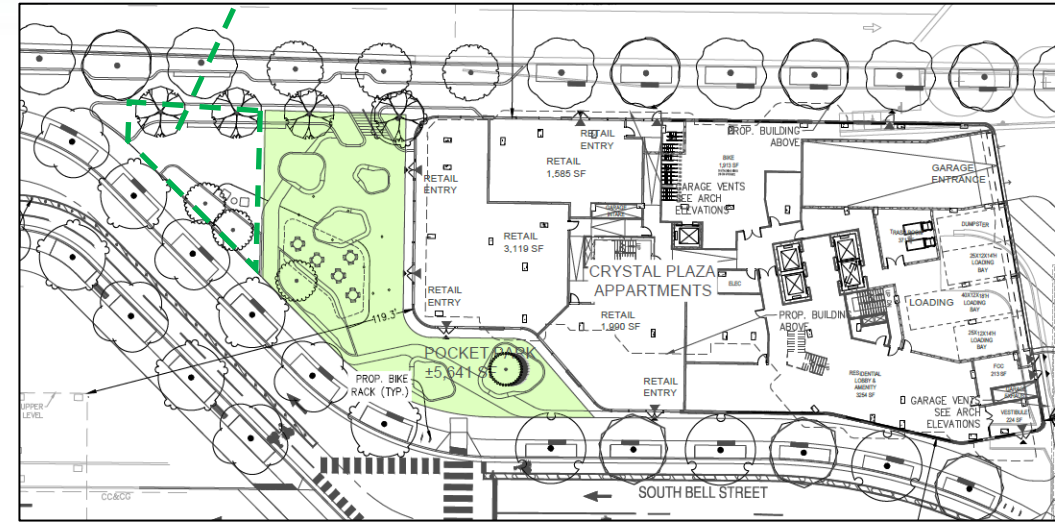
Public Space #9: 8,400 sf

Deviation 1. Public Space

Discussion points:

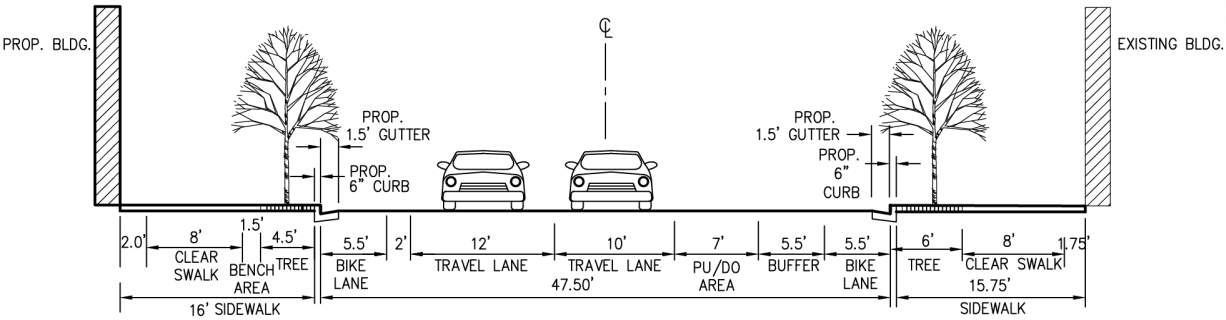
1. Is the proposed location and shape of the open space appropriate under Sector Plan guidance for Park #9?
2. Does the proposal allow sufficient space reserved for pedestrian circulation and commercial café seating along retail frontages?
3. Does the proposed Block Plan (and proposed future phases of development) allow for the full realization of the 8,400 sf Park #9 space?
4. Is the proposed park easement area appropriate for the interim park phase?

Additional space available but not proposed under park easement

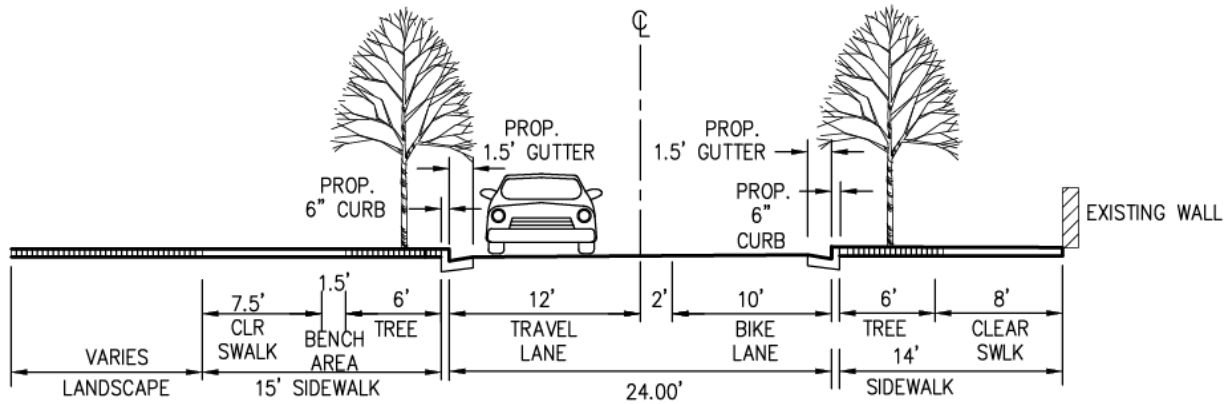


Deviation 2. Street Sections

Development Proposal

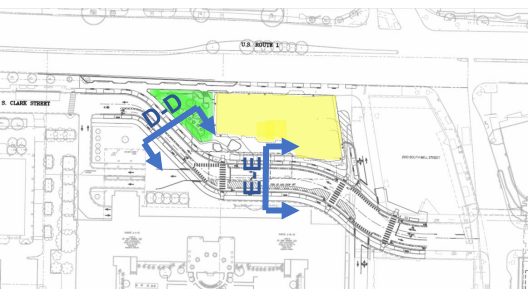


PROPOSED "SOUTH BELL STREET" CROSS SECTION D-D
LOOKING NORTH



PROPOSED "SOUTH BELL STREET" CROSS SECTION E-E
LOOKING NORTH-EAST

SCALE: 1"=10'



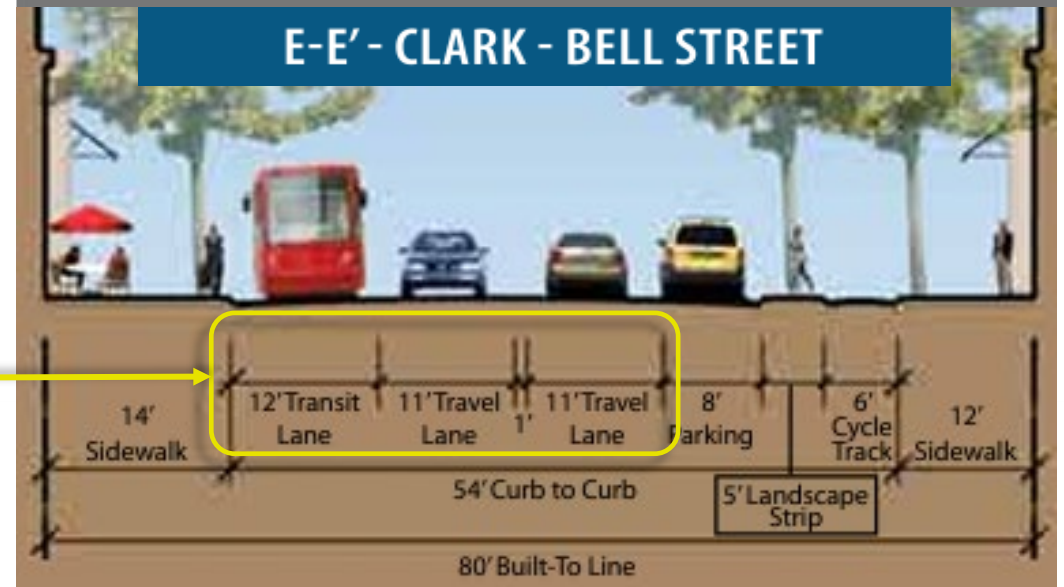
Clark-Bell is envisioned as a two-way street with three travel lanes, including a transit lane

Sector Plan Guidance

15 TO 18 FEET - COMMERCIAL/MIXED

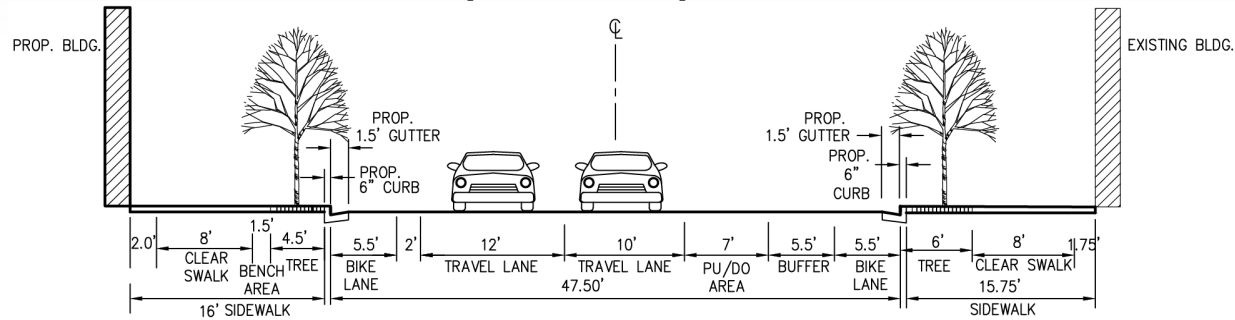


E-E' - CLARK - BELL STREET

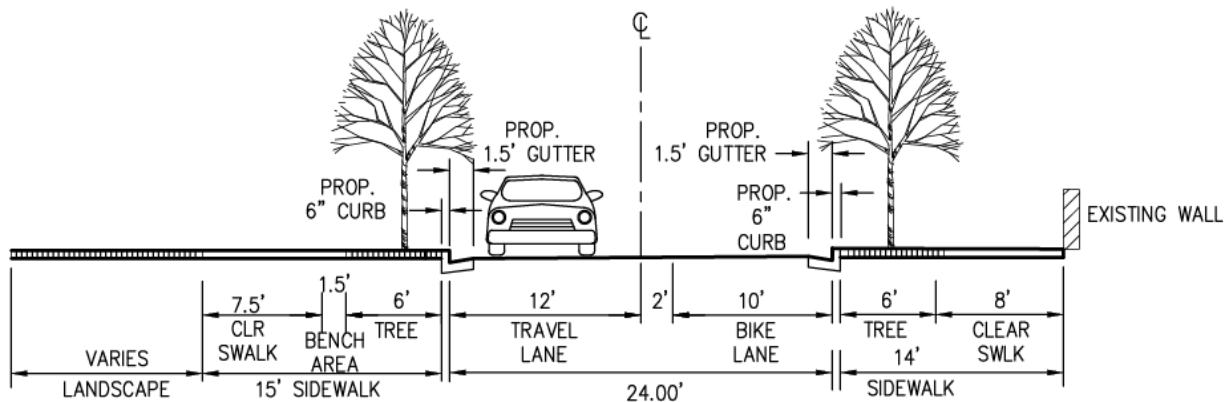


Deviation 3. Surface Transit

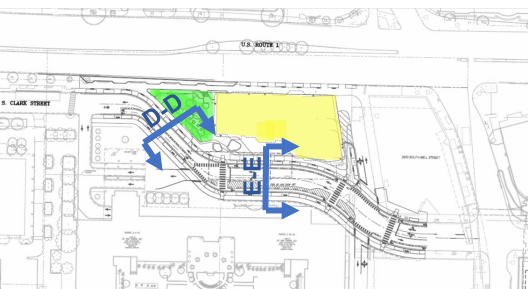
Development Proposal



PROPOSED "SOUTH BELL STREET" CROSS SECTION D-D
LOOKING NORTH



PROPOSED "SOUTH BELL STREET" CROSS SECTION E-E
LOOKING NORTH-EAST
SCALE: 1"=10'



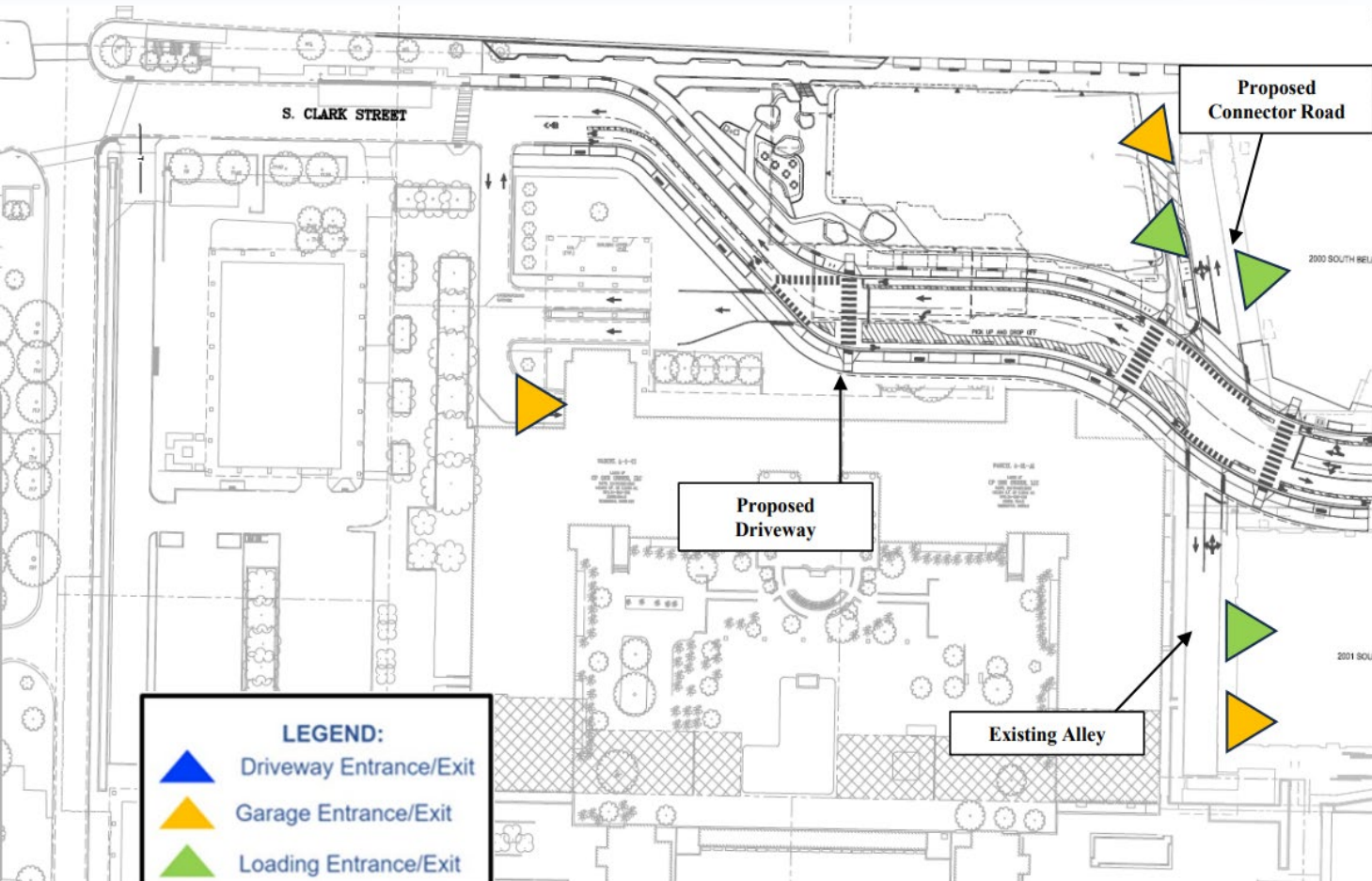
Sector Plan Guidance

Surface Transitway Map



Deviation 4. Loading Frontage

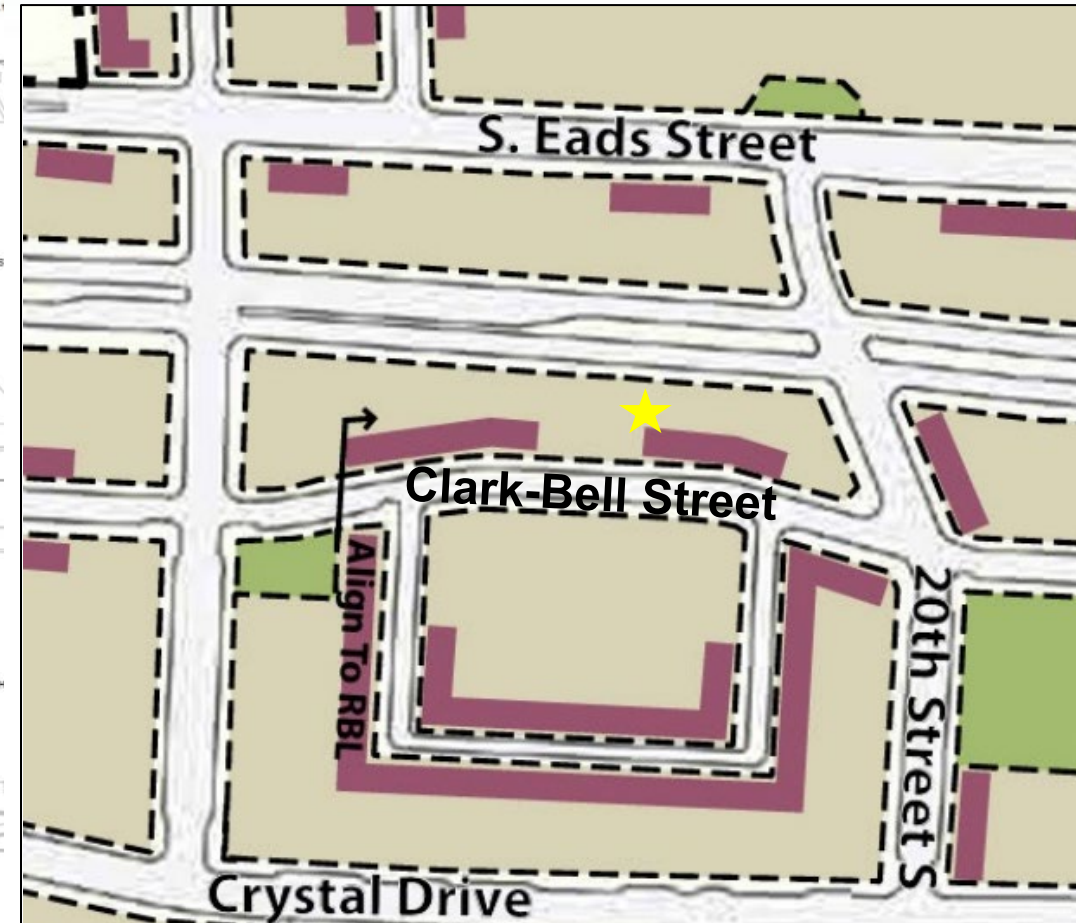
Development Proposal



LEGEND:

- Blue Triangle: Driveway Entrance/Exit
- Yellow Triangle: Garage Entrance/Exit
- Green Triangle: Loading Entrance/Exit

Sector Plan Guidance



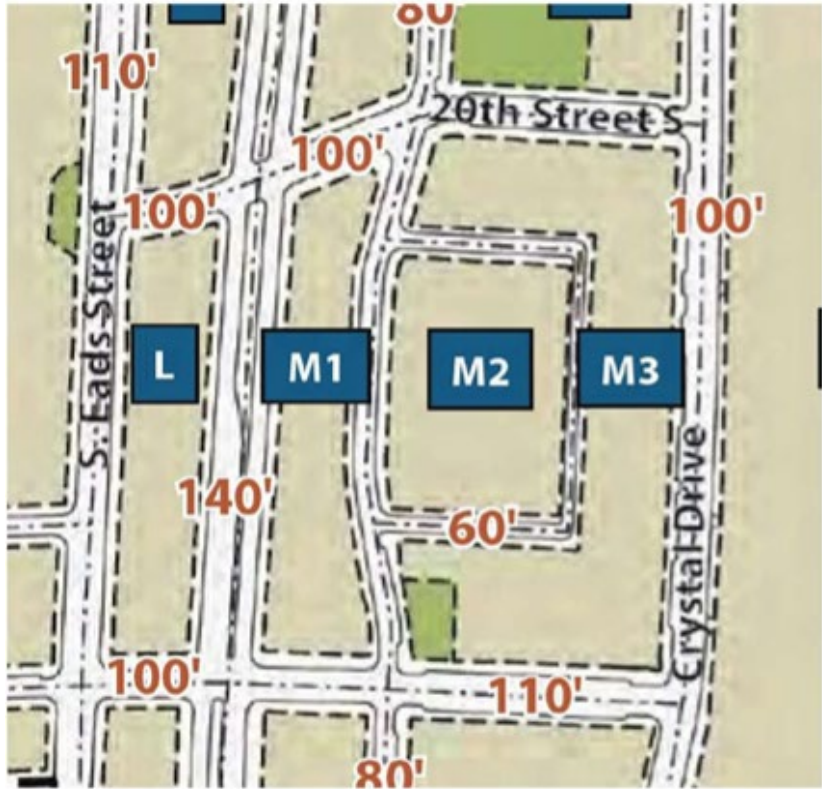
LEGEND

- Purple Box: GENERALLY PREFERRED FRONTAGE WHERE LOADING, SERVICE, AND GARAGE ENTRANCES ARE LOCATED ON A STREET
- Green Box: 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 FRONTAGES
 - WHEREVER POSSIBLE, SERVICE AND PARKING ENTRANCES SHALL NOT BE LOCATED ON TYPE A OR B STREETS.

Deviation 5. Street Network

BUILD-TO LINES MAP



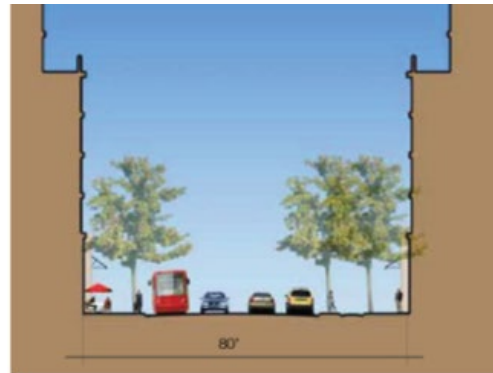
LEGEND	
	CONCEPT PLAN BLOCK
	BUILD-TO LINE
	GENERAL STREET CENTER LINE
	OPEN SPACE WITHIN BUILD-TO LINES

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 36 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.

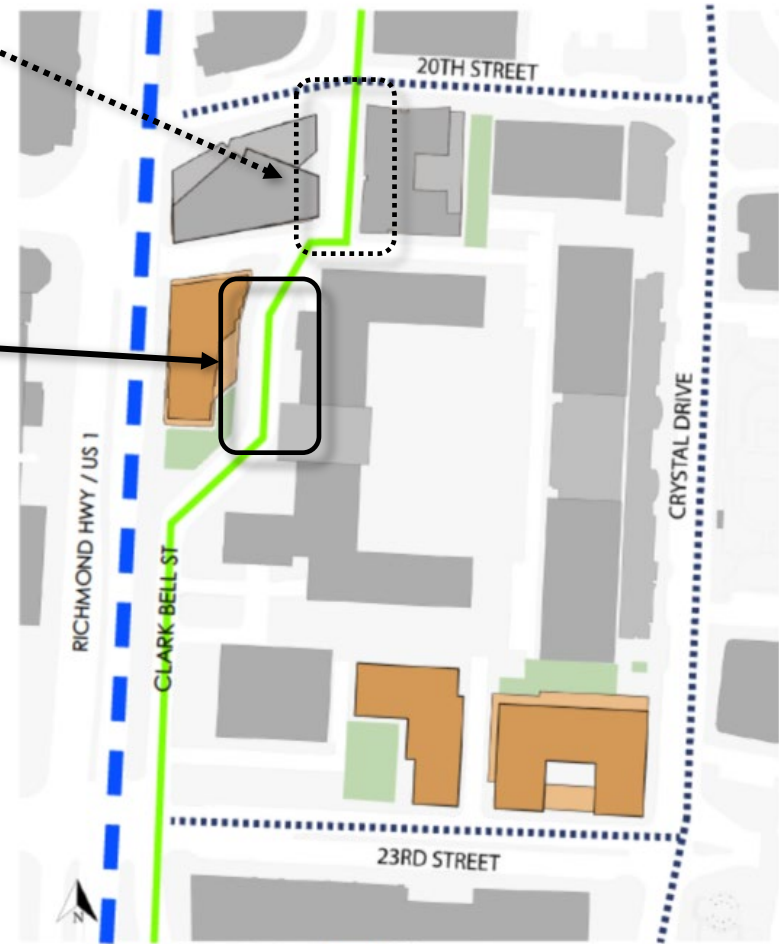
Proposed Clark-Bell Street STREET NETWORK - PROPOSED PLAN A

Permanent section previously constructed by 2000/2001 S Bell Street development

Continuation of Permanent Section of Clark-Bell Street proposed at this time

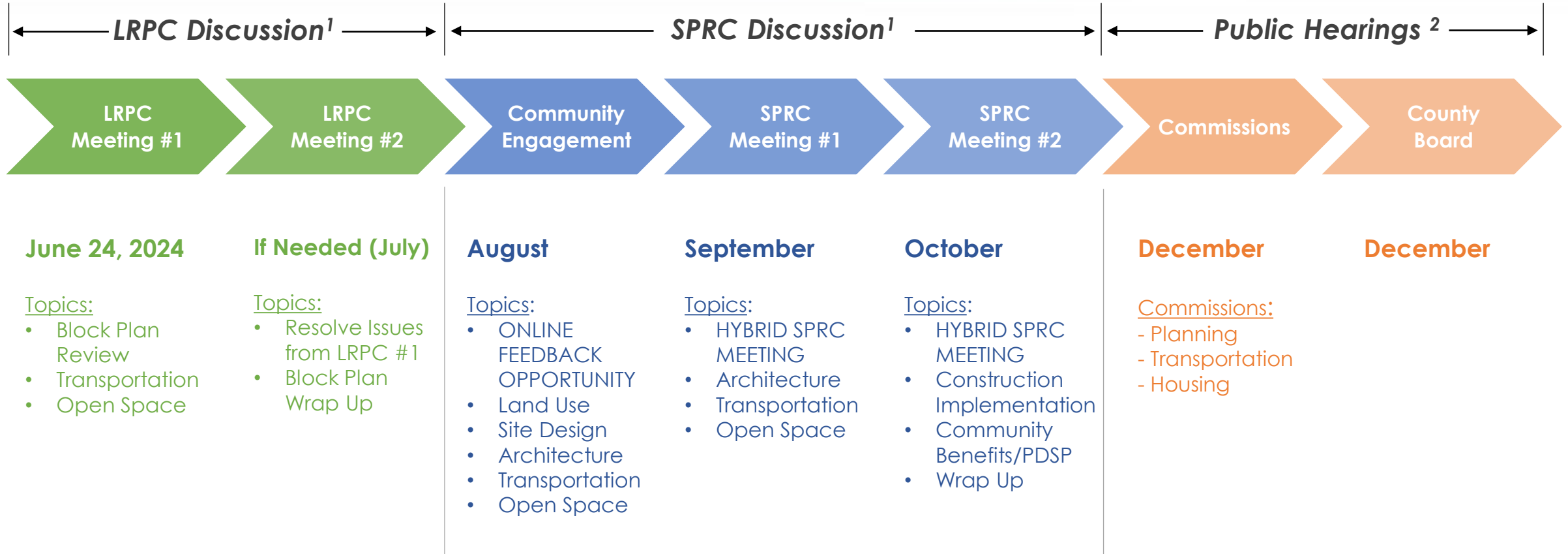


Sector Plan calls for an **80'** separation between the building faces on the new Clark-Bell Street with a 15'-18' sidewalk width.



	Existing To Remain (Podium)		Office
	Existing To Remain		Type A (Retail Oriented Mixed Use Arterial)
	Residential (Podium)		Type B (Urban Mixed Use Arterial (Proposed or Realigned))
	Residential		Urban Center Local Proposed
	Office (Podium)		Type F (Regional Connector)
	Open Space		

Review Process



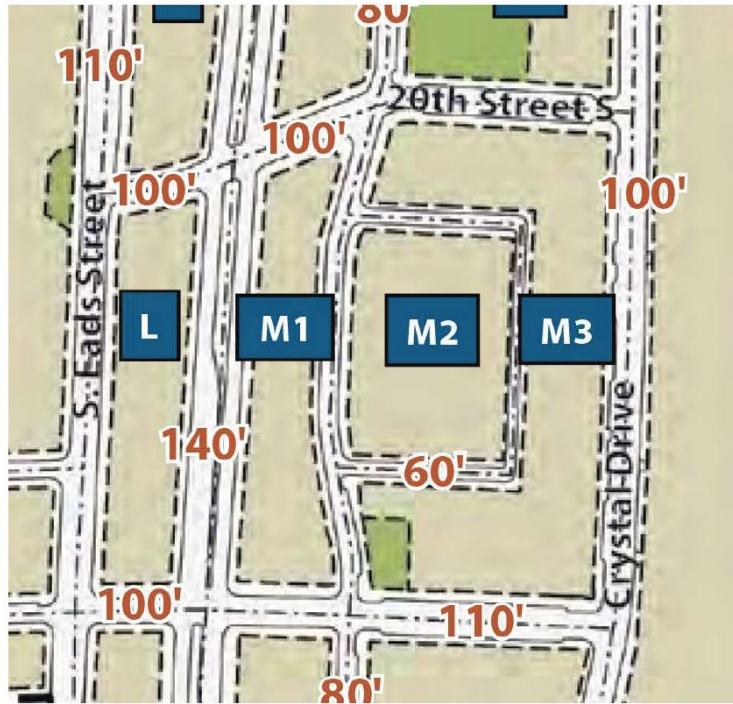
1. Anticipated schedule is subject to change based on nature of public feedback and guidance from Planning Commission
2. Public Hearings may also include other Commissions such as Parks & Recreation

Public Spaces Master Plan Guidance

- Level of Service (LOS)
 - The PSMP indicates a moderate need for most types of amenities on this block (courts, playgrounds, picnic areas), with highest need for community gardens and dog parks.
- Appendix III – Design Guidelines for Privately Owned Public Spaces (POPS)
 - Configuration/Shape: *Most of the total area of the public space **should be contiguous and regular in shape** (i.e. square, rectangular, etc.)*
 - Program:
 - *Activity oriented uses could include dog runs, playgrounds or play features, athletic courts, opportunities for picnicking, interactive play, urban gardening, outdoor movie night, farmers' markets, etc.*
 - *Casual use spaces should be encouraged and designed intentionally to support casual, impromptu use and connection with nature.*
 - *Commercial spaces such as retail, concessions, cafés and restaurants, when planned and designed appropriately, can be used to activate privately-owned public spaces, and they can also benefit from their proximity. However, these **commercial spaces should be planned early in the site plan or form based code process to achieve seamless and unobstructed connections between the commercial and public spaces.** (p. 71)*

Crystal City Sector Plan Guidance

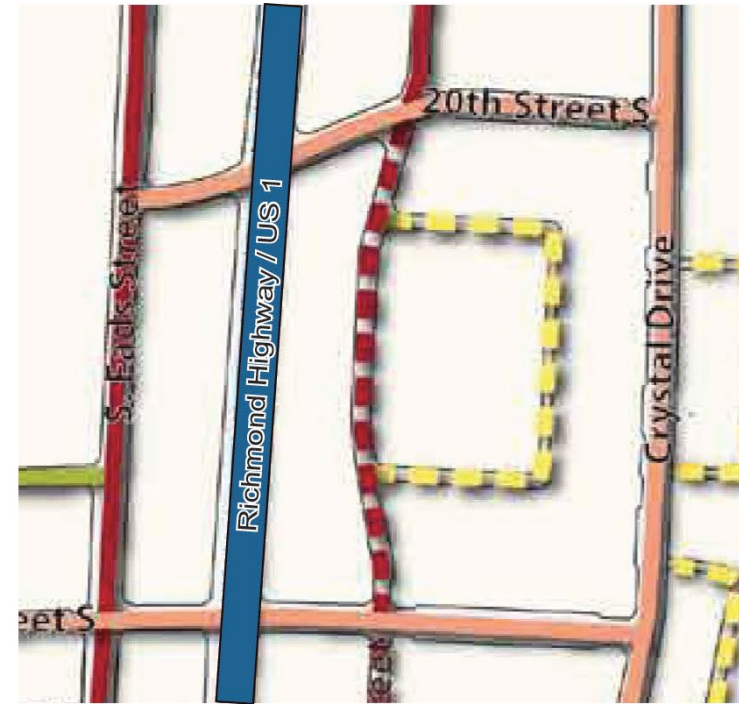
BUILD-TO LINES MAP



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

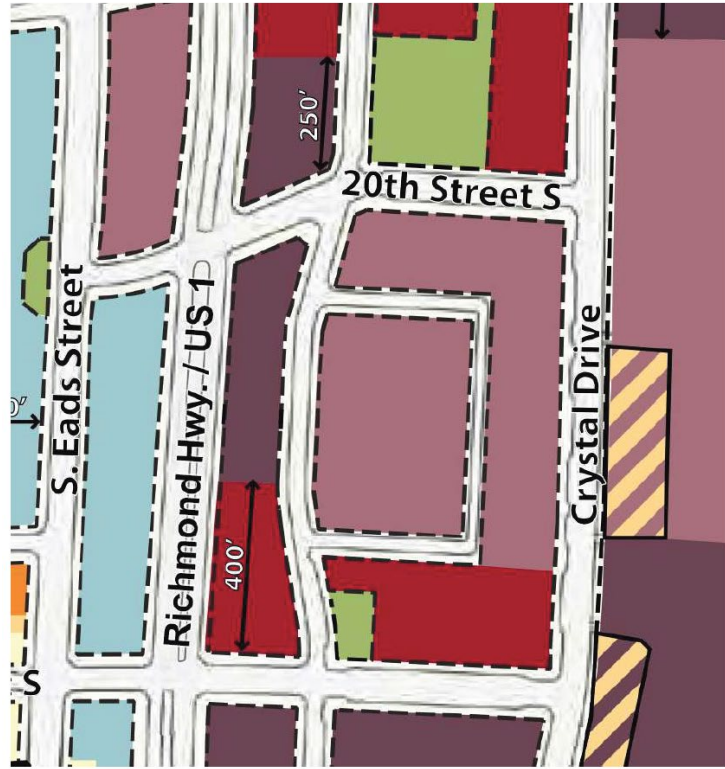


LEGEND	
	TYPE A (RETAIL-ORIENTED MIXED-USE ARTERIAL)
	TYPE B (URBAN MIXED-USE ARTERIAL) EXISTING
	TYPE B (URBAN MIXED-USE ARTERIAL) PROPOSED OR REALIGNED
	TYPE F (REGIONAL CONNECTOR)
	URBAN CENTER LOCAL EXISTING
	URBAN CENTER LOCAL PROPOSED
	NEIGHBORHOOD MINOR
	ALLEY PROPOSED ¹

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

Crystal City Sector Plan Guidance

BUILDING HEIGHTS MAP



200'
250'
300'

LEGEND	
[Light Yellow]	35'
[Yellow]	60'
[Orange]	75'
[Light Blue]	110'
[Dark Blue]	150'
[Purple]	200'
[Red]	250'
[Dark 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 COINCIDES THE POSITION OF A BOUNDARY BETWEEN DIFFERENT HEIGHT ZONES.
3. AN ADDITIONAL 2 TO 3 STOREYS MAY BE CONSIDERED IN 300' ZONES ALONG WITH AND CROSS STREETS.
4. IN INSTANCES WHERE EXISTING BUILDING HEIGHTS EXCEED THE BUILDING HEIGHTS SET FORTH IN THIS PLAN, SUCH BUILDINGS SHALL NOT BE DEMOLISHED OR RECONSTRUCTED BY THE ADOPTION OR IMPLEMENTATION OF THIS PLAN AND NOTHING IN THIS 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.



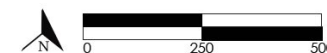
TOWER COVERAGE MAP



75%
85%

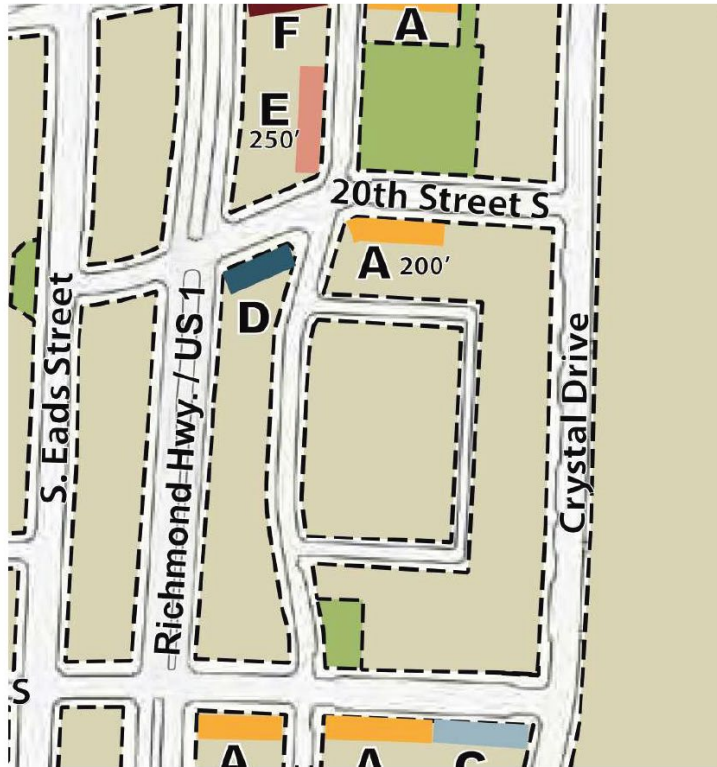
LEGEND	
PERCENT OF NET BUILDABLE AREA ¹	
[Light Blue]	65%
[Medium Blue]	75%
[Dark Blue]	85%
[Green]	OPEN SPACE WITHIN BUILD-TO LINES

1. NET BUILDABLE AREA AS MEASURED WITHIN BLOCK BUILD-TO LINES. TOWER COVERAGE MEASURED ABOVE FIFTH FLOOR AND/OR BUILDING PODIUM.



Crystal City Sector Plan Guidance

BULK PLAN ANGLE MAP



FRONTAGE	HEIGHT AND ANGLE
A	HEIGHT: 140' / ANGLE 50°
B	HEIGHT: 120' / ANGLE 50°
C	HEIGHT: 200' / ANGLE 50°
D	HEIGHT: 180' / ANGLE 50°
E	HEIGHT: 180' / ANGLE 43°
F	HEIGHT: 220' / ANGLE 50°
G	HEIGHT: 160' / ANGLE 43°
H	HEIGHT: 100' / ANGLE 50°
	OPEN SPACE WITHIN BUILD-TO LINES



140' / Angle 50°
180' / Angle 50°

NOTE:
 A DIMENSION, WHEN PROVIDED ON THE MAP, ESTABLISHES A FRONTAGE
 LENGTH FOR THE BULK PLANE REQUIREMENT; OTHERWISE THE REQUIREMENT
 APPLIES TO THE ENTIRE FRONTAGE.

ARCHITECTURAL FEATURES MAP



LEGEND	
	ARCHITECTURAL FEATURE
	COORDINATED FRONTAGE



Crystal City Sector Plan Guidance

LAND USE MIX MAP

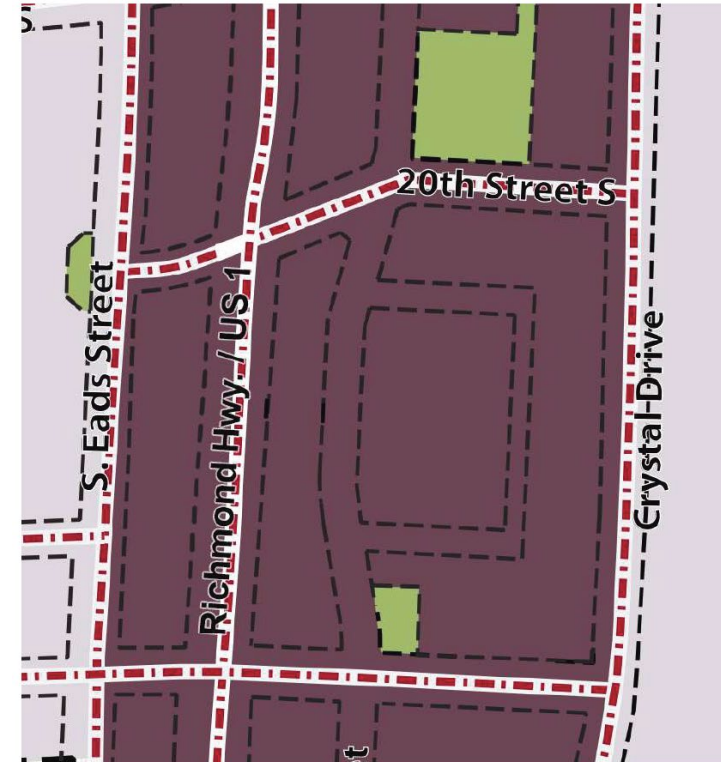


LEGEND	
LAND USE DESIGNATION	
[Yellow]	RESIDENTIAL, HOTEL
[Orange]	RESIDENTIAL, COMMERCIAL, HOTEL, OR MIXED-USE
[Red]	RESIDENTIAL, COMMERCIAL, HOTEL, OR MIXED-USE: MINIMUM 40% RESIDENTIAL OR HOTEL
[Light Brown]	RESIDENTIAL, COMMERCIAL, HOTEL, OR MIXED-USE: MINIMUM 60% RESIDENTIAL OR HOTEL
[Dark Brown]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



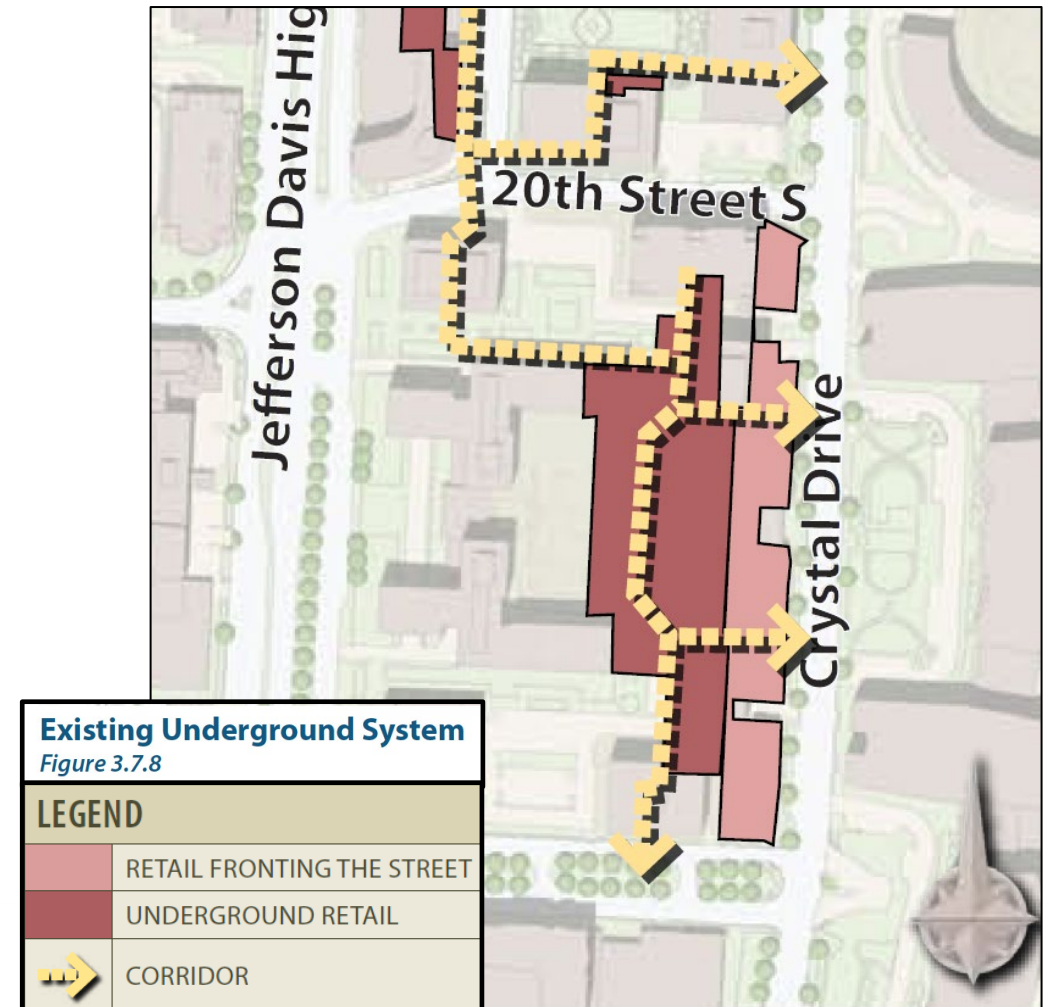
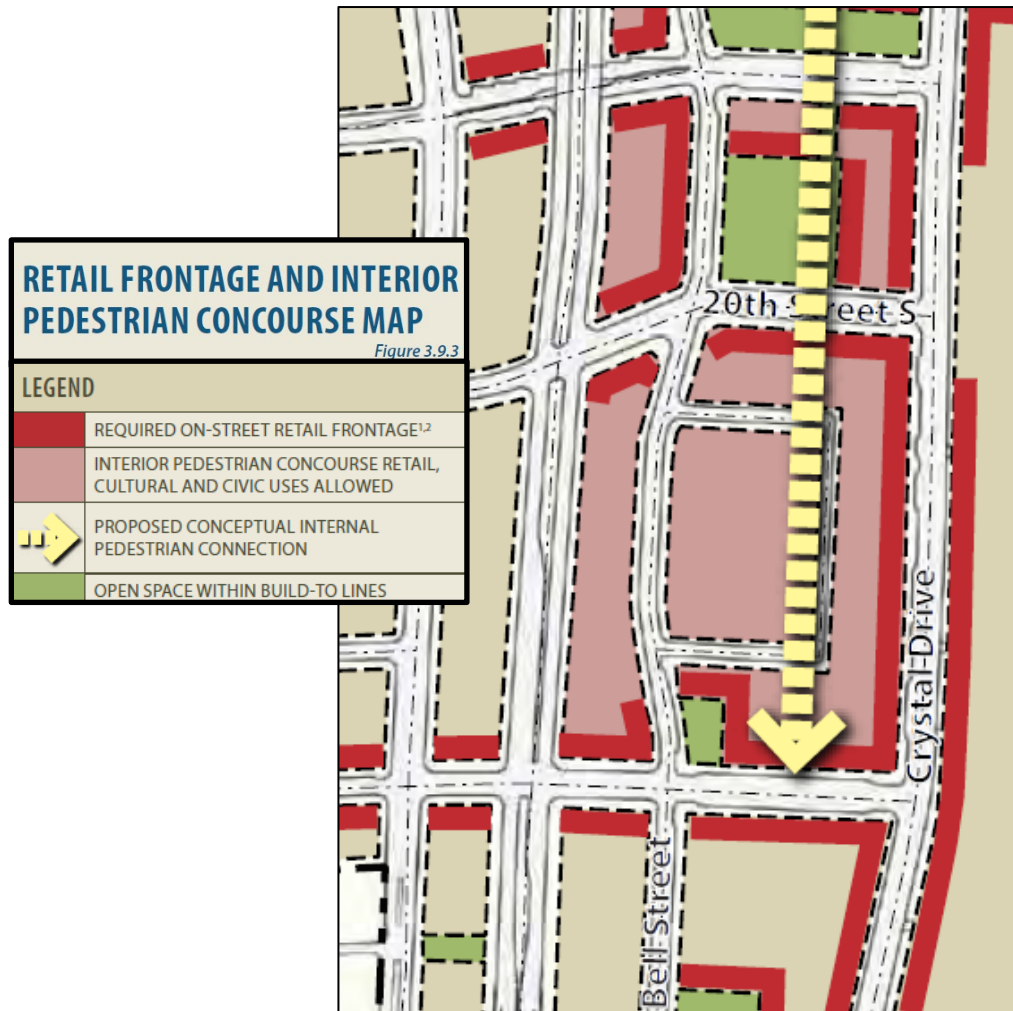
LEGEND	
BASE DENSITY (FAR) ¹	
[Light Purple]	1.5 (COM) OR 72 DU/ACRE (RES)
[Medium Purple]	2.5 (COM) OR 115 DU/ACRE (RES)
[Dark Purple]	3.24 (RES ONLY)
[Brown]	3.8 (COM) OR 4.8 (RES)
[Green]	OPEN SPACE WITHIN BUILD-TO-LINES

NOTE:
1. BASE DENSITY TO BE APPLIED TO SITE AREA ASSOCIATED WITH DEVELOPMENT PROPOSALS.
2. THIS IS FOR ON 72 DWELLING UNIT/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)

Crystal City Sector Plan Guidance

Retail Frontages and Underground System



Crystal City Sector Plan Guidance

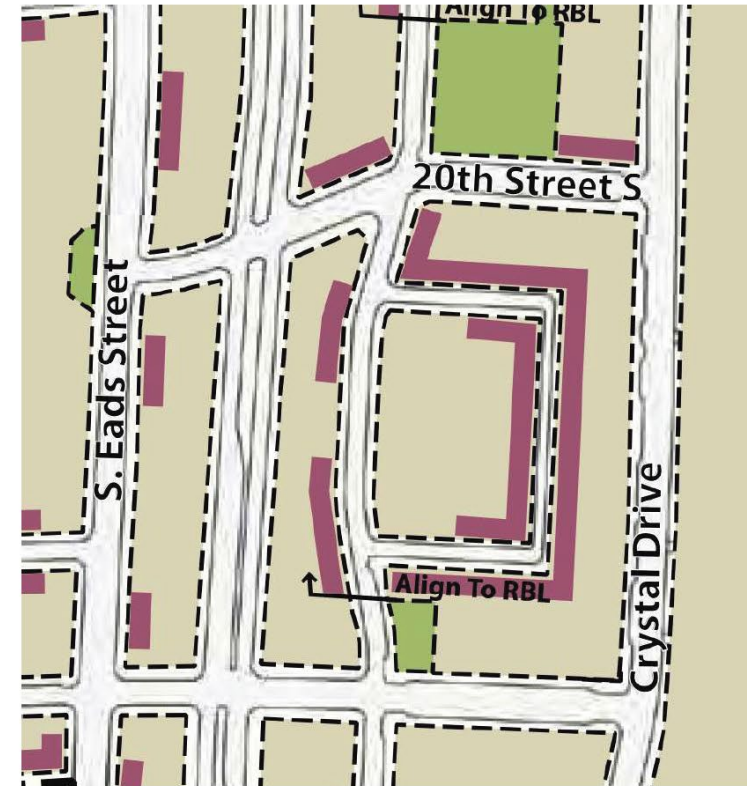
SURFACE TRANSITWAY MAP



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.

SERVICE AND LOADING MAP



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 THEIR ALLEYS RATHER THAN ON STREET FRONTS.
 2. WHEREVER POSSIBLE, SERVICE AND PARKING ENTRANCES SHALL NOT BE LOCATED ON TYPE A OR B STREETS.

Crystal City Sector Plan Guidance

Public Sidewalk Frontages



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

