

A photograph of a modern building with a sign that reads "Block W". The building has a grey facade with vertical lines and a large, light-colored rectangular sign on the left side. The sign has the words "Block W" written vertically in a stylized font. The building has several windows and a balcony. The sky is a clear blue.

Block W

BLOCK W

LONG RANGE PLANNING COMMITTEE

12.12.2023

BLOCK FRAMEWORK

- Block W on southern end of Crystal Drive contains development parcel and Crystal Park



CRYSTAL CITY SECTOR PLAN, ILLUSTRATIVE SECTOR PLAN

SITE AERIAL

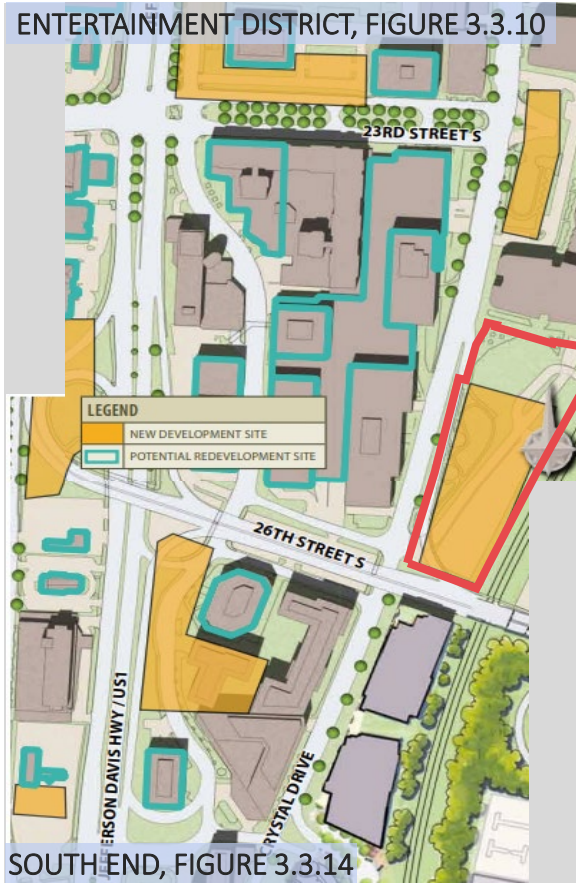




ORTHOPHOTO



EXISTING CONDITIONS



PROPOSED CONDITIONS



PROPOSED DEVELOPMENT



REMOVAL OF AIRPORT ACCESS OFF-RAMP

- Currently working with VDOT on initial design exception approval; then will submit permit package for off-ramp removal
- Will coordinate with Arlington County throughout the process, specifically pertaining the permitting necessary for related CEP when demolishing the bridge



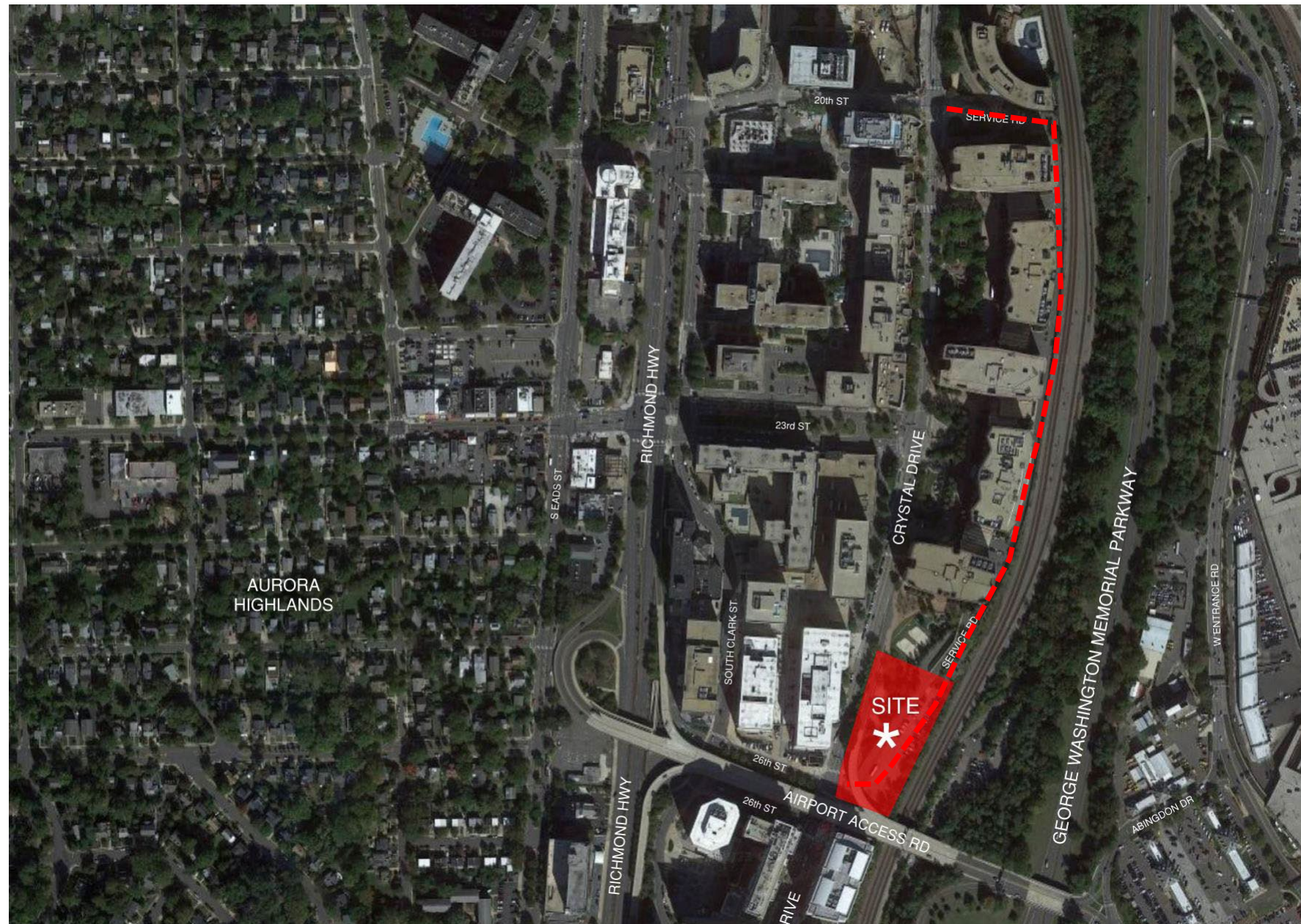
EXISTING CONDITION ON CRYSTAL DRIVE W/ OFF-RAMP



FUTURE CONDITION AFTER OFF-RAMP REMOVAL

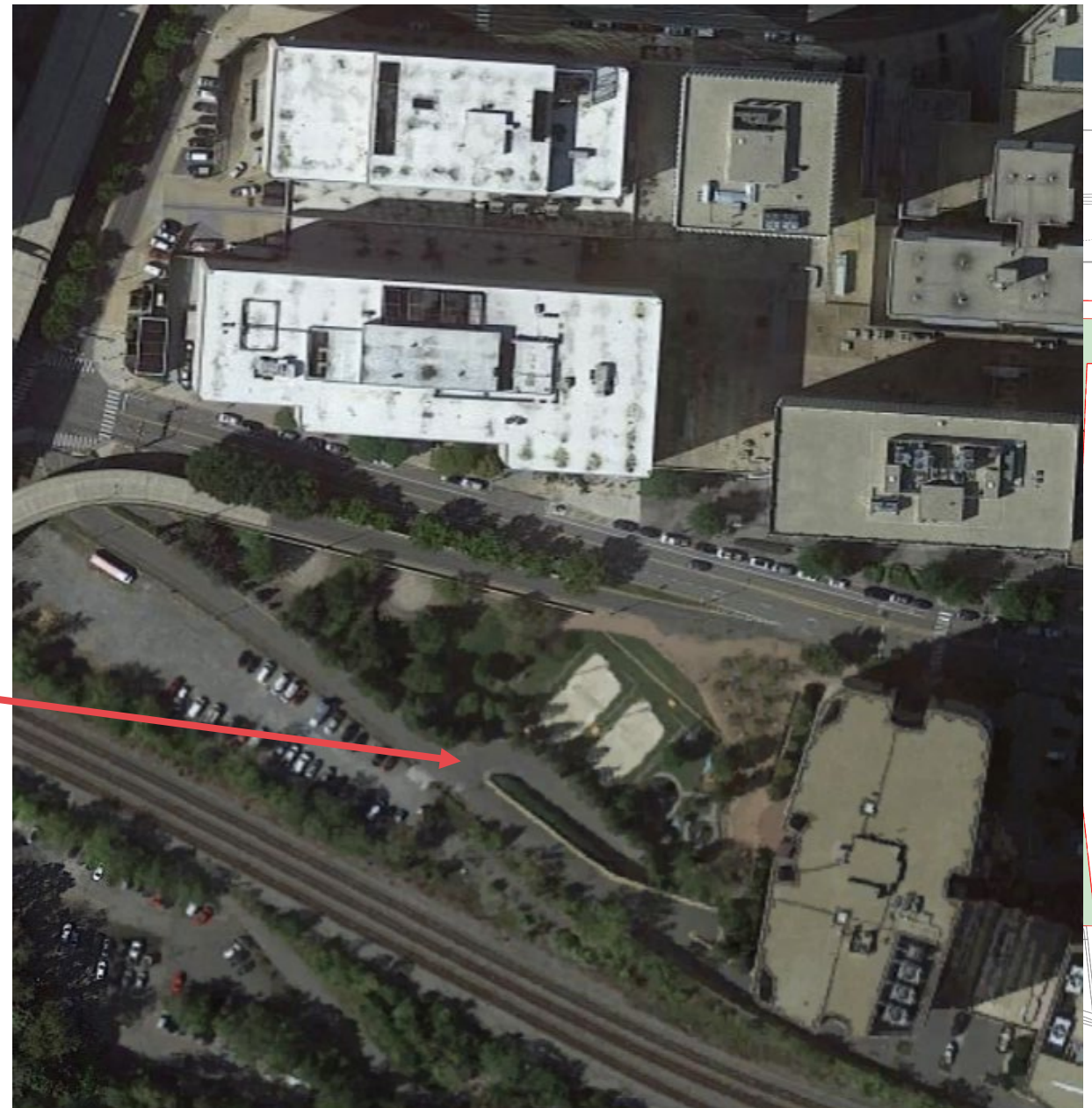
EXTENT OF SERVICE LANE

- Existing fire and service lane for five office buildings on Crystal Drive
- Currently proposed location would allow service to continue during construction of the project



RAILROAD UNDERPASS

- East side constraint to the open space is the rail underpass, which JBGS does not have authority to omit from the basis of design as proposed by the Sector Plan



AIRPORT ACCESS ROAD

CRYSTAL DRIVE VARIABLE WIDTH RIGHT OF WAY

ASPHALT PAVED PUBLIC ROADWAY

SERVICE ROAD

11' STC
HEIGHT
USE

PEPCO
DUCT BANK

RAILROAD
UNDERPASS

RAILROAD TRACKS
VARIABLE WIDTH RIGHT

RAILROAD CORRIDOR
EASEMENT AND BUFFER

EXISTING SITE CONSTRAINTS

AIRPORT ACCESS ROAD

SERVICE ROAD

BLOCK W
PROPOSED

OPEN
SPACE

PEPCO
DUCT BANK

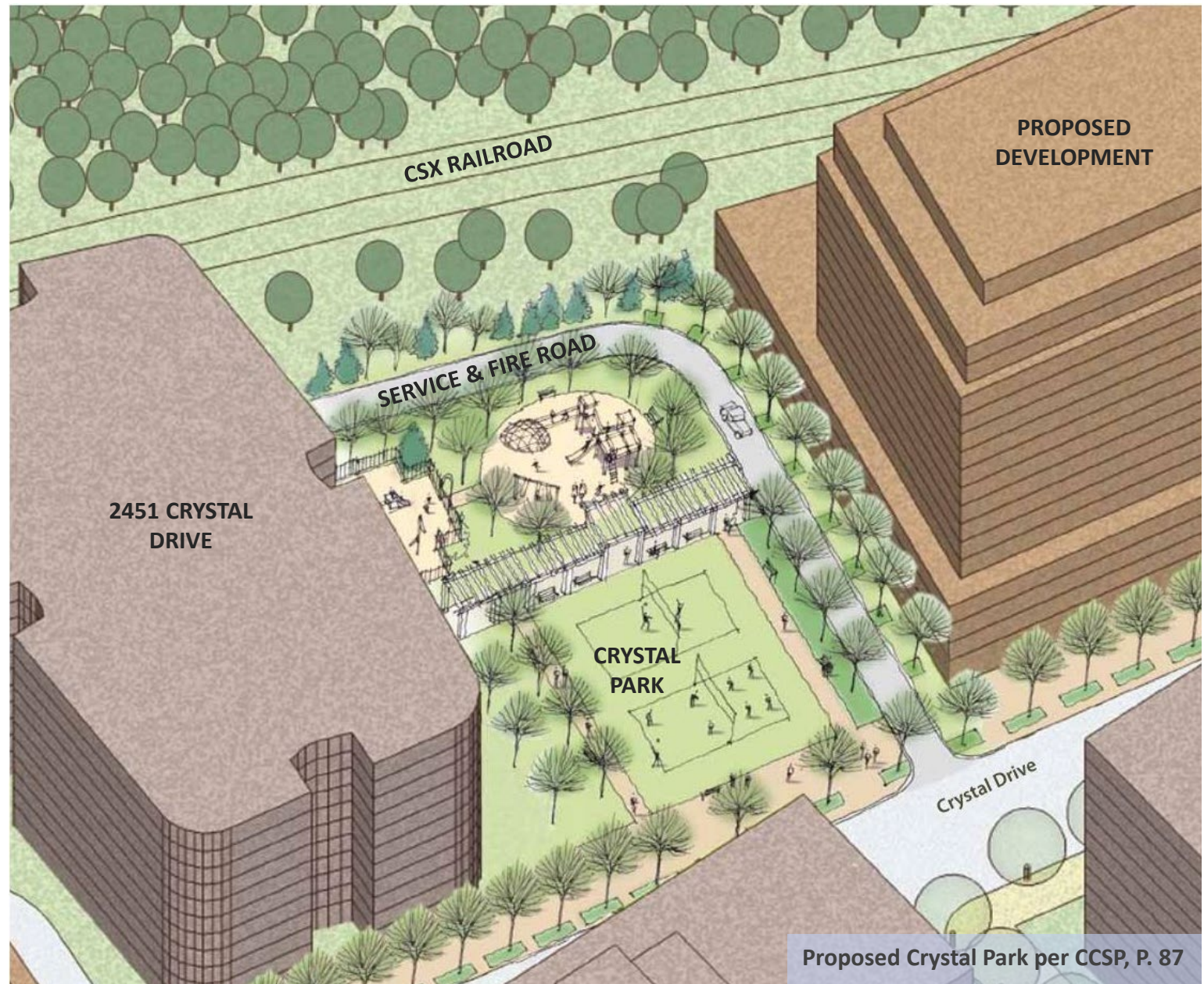
RAILROAD
UNDERPASS

RAILROAD CORRIDOR
EASEMENT AND BUFFER

EXISTING SITE CONSTRAINTS + PROPOSED SITE PLAN

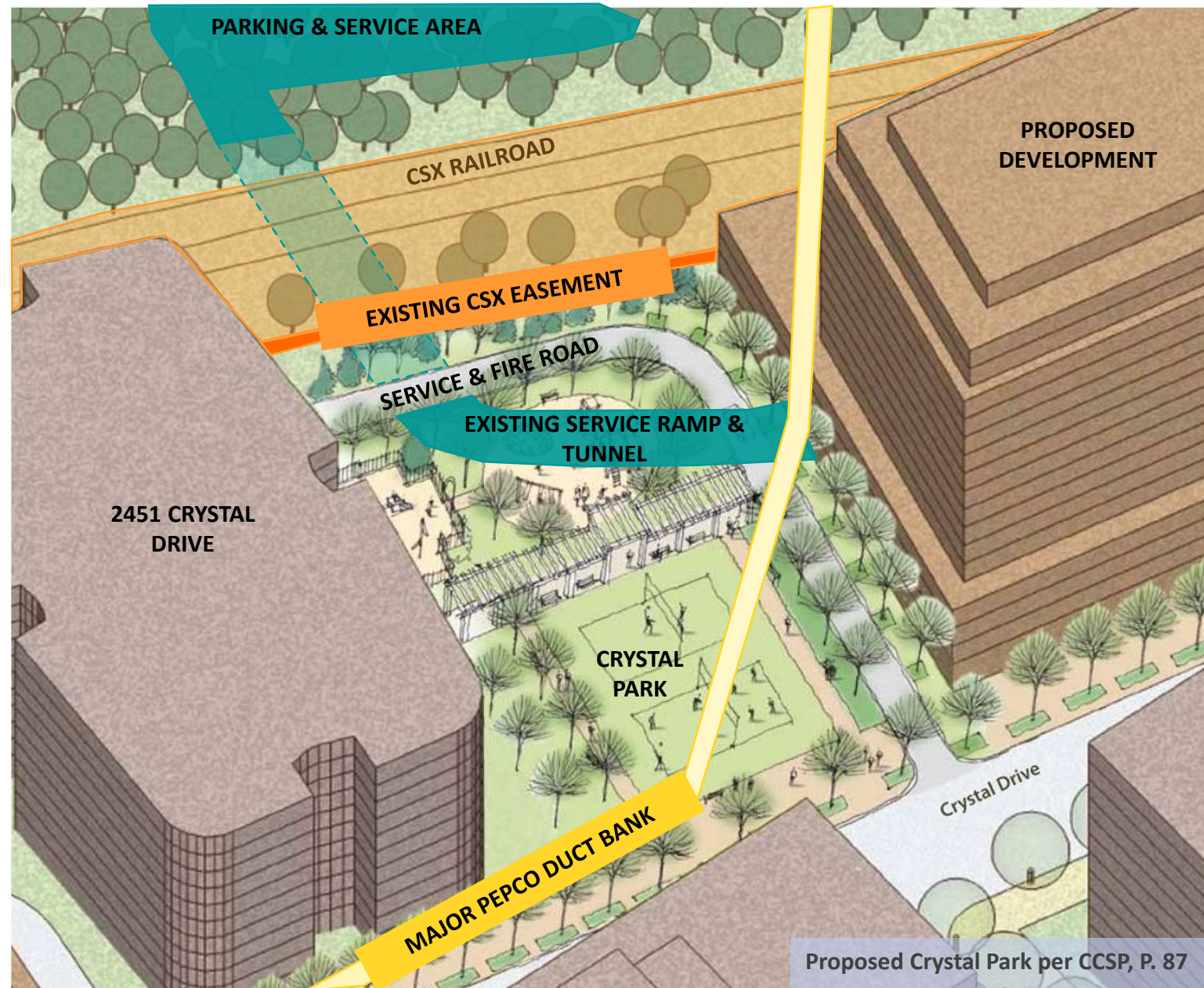
SECTOR PLAN PROPOSED SITE

- Recommends the existing Crystal service road wrapping Crystal Park and extending to Crystal Drive adjacent to the park



SECTOR PLAN PROPOSED SITE **WITH** **CONSTRAINT OVERLAY**

- Proposed Sector Plan massing conflicts with several of the existing site conditions
 - Does not reference **Service Ramp & Tunnel** in suggested park area
 - Proposed development footprint extends past the **Pepco Duct Bank**



Proposed Crystal Park per CCSP, P. 87

BLOCK W PROPOSED SITE

- To avoid these conflicts, the site is smaller than the CC Sector Plan suggests



PER FIGURE 3.3.9, P. 39



BLOCK W PROPOSED SITE WITH CONSTRAINT OVERLAY

- Maintains **Service & Fire Lane** adjacent to park that is critical for fire and service access to Crystal Drive and CSX during construction
- Reduced building footprint to respond to existing constraints including **Service Ramp & Tunnel** and with the **existing Major Pepco Duct Bank**





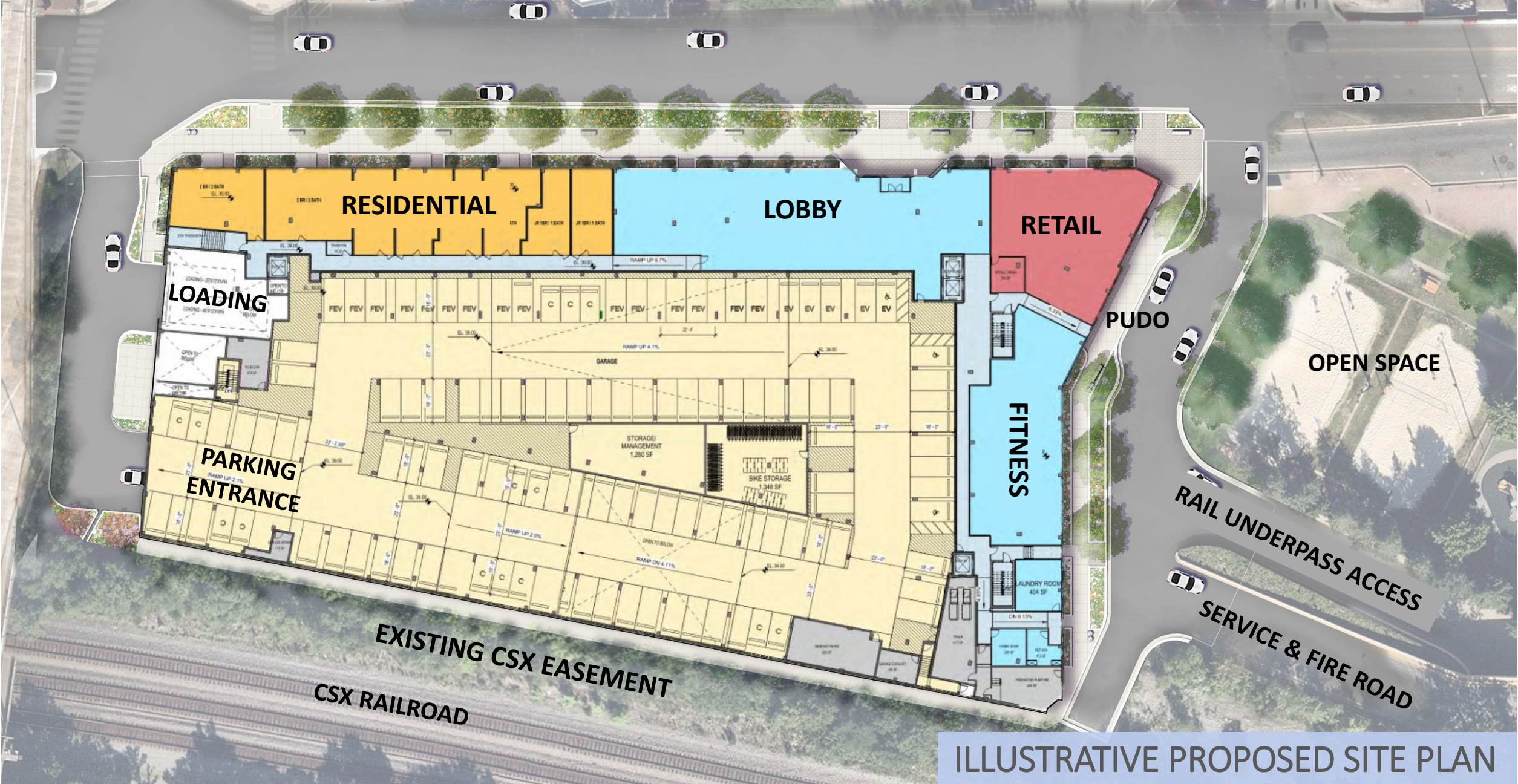
SECTOR PLAN:

SITE & BUILDING DESIGN

- ✓ Building massing and placement separation adhere to Sector Plan
- ✓ Height of 85' within 200' limit
- ✓ Tower coverage within 85% threshold
- ✓ Land use and use-mix target
- ✓ Retail frontage along NW corner of Crystal Drive
- ✓ Parking within podium is concealed on CSX train track side
- ✓ Facilitates new public open space



SF	383,000 SF including 3,360 SF of retail
UNITS	370 residential units averaging 1,025 GSF
PARKING	200 parking spaces / 0.54x parking ratio
TYPE	5-over-2 wood frame



ILLUSTRATIVE PROPOSED SITE PLAN

SERVICE & LOADING ON SOUTH END

1. Limit the visibility of loading, service and garage doors on alley
2. Minimize width of the access point
3. Use architectural treatment such as specialty doors and gates

3.9.7 SERVICE AND LOADING

It is the intent of the Master Plan to limit the visibility of loading facilities, service entrances, and garage doors on or from the street.

Ideally, these functions would be located on alleys or on other centralized courts or areas within the block where consolidated service and loading could occur to service a building or multiple buildings. Examples of where this could occur include the properties along the west side of Clark-Bell between 15th and 23rd Streets. Properties along the east side of Eads Street would also benefit from common service courts, although south of 23rd Street the planned locations for open spaces may present some challenges requiring creative design solutions. However, where circumstances do not permit such an alley or consolidated area, Figure 3.9.4 identifies segments of street frontage within the plan where these functions would be encouraged.

When located on a street frontage, the width of the access point should be minimized, and architectural treatments such as specialty doors and gates should be utilized to mitigate the visual impact. Access points requiring a curb cut should be located a sufficient distance from any street intersection so as not to disrupt traffic flow, and other actions should be taken to minimize potential conflict with other transportation network users.

Locate service and loading on alleys

Only refer to generally preferred service and loading map if can not meet an alley or consolidated area condition

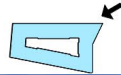
Design should focus on mitigating visual impacts

- Loading, service and garage access are located off a side service lane (alley) facing the underside of the existing Airport Access Road Overpass
- Access from Crystal Drive is minimized and architectural treatment of doors will be used to mitigate visual impact





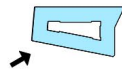
Perspective - North/West



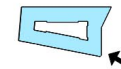
Perspective - Building Entrance



Perspective - East Facade



Perspective - East / North Corner



JBG SMITH RESIDENTIAL PIPELINE



THANK YOU