

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Monday April 23, 2012
TIME: 7:00 – 10:00 p.m.
PLACE: 2100 Clarendon Boulevard
Courthouse Plaza, Room 311
Arlington, VA 22201

SPRC STAFF COORDINATOR: Samia Byrd, 703-228-3525

- | | | |
|----------------|---|------------------------|
| Item 1. | Colony House/1700 Lee Highway (SP #423)
(RPC# 16-025-008)
Planning Commission and County Board meetings to be determined.
<i>Elizabeth Kays (CPHD Staff)</i> | 7:00 pm-8:30 pm |
| Item 2. | Rosslyn Gateway Rezoning, PDSP & Site Plan (SP #419)
(RPC#s 16-020-001; 16-020-002; 16-020-006; and portions of the 20 th Street North, North Moore Street, 19 th Street North and Ft. Myer Drive right-of-way)
Planning Commission and County Board meetings to be determined.
<i>Aaron Shriber (CPHD Staff)</i> | 8:30 pm-10 pm |

The Site Plan Review Committee (SPRC) is comprised of Planning Commission members, representatives from other relevant commissions and several appointed citizens. The SPRC reviews all site plans and major site plan amendments requests, which are submitted to the County Board and the Planning Commission for consideration. The major responsibilities of the SPRC are the following:

1. Review site plan or major site plan amendment requests in detail.
2. Advise the Planning Commission by recommending the appropriate action in regard to a specific plan and any conditions, which it might determine to be necessary or appropriate.
3. Provide a forum by which interested citizens, civic associations and neighborhood conservation committees can review and comment on a particular plan, or the effects that the proposed project might have on the neighborhood.

In order to save copying costs, staff has selectively chosen the reduced drawings to be included in this package. The complete full size drawings are available for review in the Arlington County Zoning Office, 10th Floor, Courthouse Plaza, 2100 Clarendon Boulevard and also in the Central Library's Virginia Room, 1015 N. Quincy St., (703) 228-5990.

For more information on the Arlington County Planning Commission, go to their web site
<http://www.arlingtonva.us/Departments/Commissions/plancom/PlancomMain.aspx?InsLinkID=978>

For more information on the Site Plan public review process, go to the Arlington County Planning Division's web site on Development Proposals/Site Plans
http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSite_plansMain.aspx

To view the current Site Plan Review Committee schedule, go to the web site
http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSPRCSchedule.aspx

ITEM 1
Colony House/1700 Lee Highway -- SP #423
(RPC# 16-025-008)

AGENDA: First Meeting— April 23, 2012

- 1) Informational Presentation
 - a) Overview of Site Plan Proposal (Staff)
 - b) Presentation of Site Plan Proposal (Applicant)

- 2) Land Use & Zoning
 - a) Relationship of site to GLUP, sector plans, etc.
 - i) Requested changes
 - ii) Justification of requested changes
 - b) Relationship of project to existing zoning
 - i) Requested changes
 - ii) Requested bonus density
 - iii) Requested modification of use regulations

Agenda – Subsequent Meetings

- 3) Site Design and Characteristics
 - a) Allocation of uses on the site
 - b) Relationship and orientation of proposed buildings to public space and other buildings
 - c) Streetscape improvements
 - d) View vistas through site
 - e) Visibility of site or buildings from significant neighboring perspectives
 - f) Historic status of any existing buildings on site
 - g) Compliance with adopted planning documents

- 4) Transportation
 - a) Infrastructure
 - i) Mass transit facilities and access
 - ii) Street systems (w/existing and proposed cross sections)
 - iii) Vehicular and pedestrian routes
 - iv) Bicycle routes and parking
 - b) Traffic Demand Management Plan
 - c) Automobile Parking
 - i) Proposed v. required (tenant, visitor, compact, handicapped, etc.)
 - ii) Access (curb cuts, driveway & drive aisle widths)
 - d) Delivery Issues
 - i) Drop offs
 - ii) Loading docks

e) Signage (parking, wayfinding, etc.)

5) Building Architecture

- a) Design Issues
 - i) Building form (height, massing, tapering, setbacks)
 - ii) Facade treatments, materials, fenestration
 - iii) Roof line/penthouse form and materials
 - iv) Street level activism/entrances & exits
 - v) LEED Score
 - vi) Accessibility
 - vii) Historic Preservation
- b) Retail Spaces
 - i) Location, size, ceiling heights
 - ii) Storefront designs and transparency
 - iii) Mix of tenants (small v. large, local v. national)
- c) Service Issues
 - i) Utility equipment
 - ii) Venting location and type
 - iii) Location and visibility of loading and trash service
 - iv) Exterior/rooftop lighting

6) Open Space

- a) Orientation and use of open spaces
- b) Relationship to scenic vistas, natural features and/or adjacent public spaces
- c) Compliance with existing planning documents and policies
- d) Landscape plan (incl. tree preservation)

7) Community Benefits

- a) Public Art
- b) Affordable Housing
- c) Underground Utilities
- d) Historic Preservation
- e) Other

8) Construction Issues

- i) Phasing
- ii) Vehicle staging, parking, and routing
- iii) Community Liaison

Site Location: 1.23 acre site is in the Rosslyn station area and is generally bounded by Lee Highway to the north, N. Quinn Street to the east, multifamily residential buildings to the south, and the Scott Street Bridge to the west.

Applicant Information:

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BACKGROUND:

The applicant is requesting a General Land Use Plan (GLUP) amendment, rezoning, and associated site plan for the former Colony House site. In 2011, the site was the subject of a Long Range Planning Commission (LRPC) Special Study in response to the applicant's development application. The LRPC process resulted in a recommendation to the County Board to authorize advertising consideration of a proposed GLUP change for the site from "Low-Medium" Residential (16-36 dwelling units/acre) to either "Low" Office-Apartment-Hotel (up to 1.5 FAR for office uses; up to 72 units/acre residential; and up to 110 units/acre hotel uses) or "Medium" Residential (37-72 units/acre). The County Board voted on December 10, 2011 to authorize such advertisement to be concurrent with the rezoning and site plan application.

The applicant is also requesting a rezoning from "C-2" to "C-O-1.5", which corresponds to the proposed "Low" Office-Apartment-Hotel GLUP designation.

The following provides additional information about the site and location:

Site: The 53,636 square-foot subject site is located in the Rosslyn station area on the southwest quadrant of the Lee Highway and N. Quinn Street intersection on the block generally bounded by Lee Highway to the north, N. Quinn Street to the east, and N. Scott Street to the south and west. The surrounding land uses are as follows:

- To the north: Across Lee Highway is Interstate 66, which is VDOT right-of-way. The right-of-way is zoned "S-3A" and designated "Public" on the GLUP.
- To the west: Scott Street Bridge and a tree area owned by the adjacent residential building. The property is zoned "RA8-18" and designated "Low-Medium" Residential on the GLUP.
- To the east: Across N. Quinn Street, The Crestmont apartment building which is located closer to the Key Blvd. intersection. The property is zoned "RA6-15" and is designated "Low-Medium" Residential on the GLUP.

To the south: Immediately adjacent, Rosslyn Heights (formerly Summit Village) apartment building. The property is zoned “RA6-15” and is designated “Low-Medium” Residential on the GLUP.

- **Zoning:** “C-2” Service Commercial – Community Business Districts
- **General Land Use Plan Designation:** “Low-Medium” Residential (16-36 units/acre)
- **Neighborhood:** The site is located within the Colonial Village Civic Association and across from the North Rosslyn and North Highland Civic Associations.

Existing Development: The subject site is currently developed with the former Colony House furniture store, a one-story commercial building constructed by-right in c. 1957. Under the proposed site plan, the building would be demolished.



Aerial View of Site

Source: Bing Maps

Development Potential:

Site Area: 53,636 sq. ft.	Density Allowed/Typical Use	Maximum Development
Existing Zoning: “C-2” By-Right	One-Family Dwellings: 6,000 s.f./lot; or Hotel: 600 sf/unit; or Commercial: 1.5 FAR	8 one-family dwellings; 89 hotel units; 80,454 s.f. GFA
Proposed Zoning: “C-O-1.5” By-Right	One-family Dwellings: 6,000 s.f./lot; or Office uses only at 0.6 FAR	8 one-family dwellings; 32,181 s.f. FRA
Proposed Zoning: “C-O-1.5” Site Plan	Commercial/office/institutional: max 1.5 FAR; Apartments at max 72 units/acre; Hotel at 110 units/acre	80,454 s.f. 88 apartment units 135 hotel units

Proposed Development: The following table sets forth the preliminary statistical summary for the site plan.

SITE AREA	53,636 sq. ft.
Site Area Allocations	
Hotel	53,636 sq. ft.
Density	
Hotel Density	168 units
Base number of units	135 units
LEED Gold Bonus (0.4 FAR)	33 units
“C-O-1.5” Max. Permitted Density	110 hotel units/acre
Building Height	
Average Site Elevation	117.15 feet
Main Roof Elevation	205 feet
Main Roof Height	87.5 feet
Penthouse Roof Elevation	223 feet
Penthouse Height	18 feet
Number of Stories	8 stories plus 2 parking levels
“C-O-1.5” Max. Permitted Bldg. Height (Site Plan)	10 stories
Parking	
Total Number of Spaces	100
Standard Spaces	86
Compact Spaces	12
Handicap Spaces	2
Hotel Parking Ratio	.59 sp/unit
“C-O-1.5” Required Residential Parking Ratio	1 sp/unit (168 spaces)
LEED	Gold
LEED Score	69

Density and Uses: The subject site is proposed to be rezoned from “C-2” to “C-O-1.5,” and the GLUP designation is proposed to be changed from “Low-Medium” Residential to “Low” Office-Apartment-Hotel. The “Low” Office-Apartment-Hotel GLUP designation recommends, and the “C-O-1.5” zoning district permits by site plan, retail/commercial/office development up to a 1.5 FAR; apartment dwellings at up to 72 units per acre; and hotel units up to 110 units per acre. Site area shall not be counted twice in allocating the permitted total density.

The proposed development includes an extended stay hotel with 168 hotel rooms and related amenities for guests on site. The hotel will have a mix of studio, one-bedroom suites, and two-bedroom suites. The “C-O-1.5” permits 110 hotel units per acre, which would allow 135 hotel rooms on this site. The applicant also requests bonus density of 0.4 FAR (33 hotel rooms) through the achievement of LEED Gold certification.

The following is a summary of the proposed density on the site:

Total Site Area	53,636 sq. ft. (1.231 acres)
Permitted Hotel Density	110 units/acre

Base number of units	135 units
LEED Bonus at 0.4 FAR ¹	33 units
Total Hotel Units	168 units
Effective Density	137 units/acre

Site and Design: The applicant proposes to redevelop the site with an 8-story, 129,288 square-foot building located along the northern portion of the site on the Lee Highway frontage. The building will be 8 stories tall with an additional two levels of parking, with a total height of 87'-6" plus an 18' penthouse. Due to the extreme topography of the site, which rises 20-50 feet in elevation from the northern to the southern property line, the two levels of parking are at grade and visible along Lee Highway and at the corner of N. Quinn Street.

The main entry to the hotel will be accessed from N. Quinn Street. The entry plaza will provide the primary pedestrian access, short and long-term parking, and loading/check-in for guests. There will be an additional pedestrian entrance to the hotel, accessibly by guests only, from Lee Highway into an elevator lobby. The two levels of parking will be accessed through a separate driveway directly from N. Quinn Street.

The Lee Highway frontage will contain the lower level of the parking garage, an elevator lobby with keyed guest entry, a laundry area, and loading/service areas for the building. The N. Quinn Street frontage will contain the transformers (proposed in an enclosure attached to the building near the intersection), the entrance to the parking garage, and a retaining wall adjacent to the entry plaza. Both street frontages are proposed to include a planted buffer adjacent to the building edge.

The guest amenity areas are primarily proposed on the ground floor, which is at grade with the entry plaza on N. Quinn Street and above the two levels of parking. A private, landscaped terrace is proposed at the western portion of the ground floor.

The steep slope and several existing trees at the southwest corner of the site are proposed to be maintained, with a retaining wall proposed adjacent to this area.

LEED: The applicant proposes that the building will be certified as LEED Gold. The applicant requests .4 FAR bonus density for a total bonus of 33 hotel rooms. Staff is currently evaluating the LEED Silver proposal.

TRANSPORTATION: 1700 Lee Highway is located in the southwest quadrant of Lee Highway and N. Quinn Street in Arlington, VA. Lee Highway (U.S. 29) is one-way in the eastbound direction and runs parallel to I-66, immediately to the north and separated by a barrier wall from Lee Highway. (Access to westbound Lee Highway is attainable via N. Scott Street.) N. Quinn and other streets in the site area are two-directional. The *Master Transportation Plan* (MTP) classifies both N. Quinn Street and Lee Highway adjacent to the site as a Type B – Primarily Urban Mixed-Use arterial.

Trip Generation: Gorove/Slade Associates prepared a traffic impact study (TIS) dated January 31, 2012, assuming a redevelopment plan for the site including a 168-unit extended-stay hotel. Relative to the existing vehicle trips at the site, the project is estimated to produce 38 new a.m. peak trips and 40 new p.m. peak trips.

¹ Units yielded are based on an average unit size of 530 sq. ft.

The TIS analyzed five relevant signalized and unsignalized intersections within close proximity of the site:

- Lee Highway (US 29) and North Rhodes Street/I-66 ramp
- Lee Highway (US 29) and North Quinn Street
- Lee Highway (US 29) and North Nash Street
- North Quinn Street and Key Boulevard and North Scott Street
- North Quinn Street and Wilson Boulevard

Four of the five intersections currently operate with acceptable levels of service, as do the turn movements at those intersections. However, the southbound left turn movement at the intersection of Lee Highway and North Rhodes Street/I-66 ramp operates at level of service “F” during the a.m. peak period.

In 2014 (the operational year of the proposed project), without the proposed development, the intersection levels of service for five intersections studied are projected to operate similarly to today, with the southbound left turn movement at the intersection of Lee Highway and North Rhodes Street/I-66 ramp continuing to operate at an unacceptable level of service “F”. The TIS shows that the marginal increase in traffic at the studied intersections would not add additional delay when compared to the 2014 no-build scenario, and is not proposing any remediation of this condition.

Streets and Sidewalks: The applicant is proposing improvements to sidewalks in the vicinity of the project, widening them to current County standards, or beyond.

Lee Highway: Eastbound Lee Highway is a 36’ right-of-way comprised of three travel lanes of 11.6’, 12’, and 12.7’. A grass strip separates Lee Highway from a 6’ sidewalk in the project vicinity.

The project proposes no changes to the Lee Highway section, but it does propose improved sidewalk features: a 10’ shared-use (bicycle and pedestrian) sidewalk, separated from Lee Highway by an 8’ planting strip, which includes street trees.

North Quinn Street: The roadway is approximately 45 feet wide from curb to curb. There is a 23.2’ lane southbound (uphill), including an 8’ parking lane (above the 120’ grade) and a 5’ bicycle lane. There is a 22.4’ northbound (downhill) lane, including an 8’ parking lane. The effective travel lane width is 10.2’ feet southbound (18.2’ below the 120’ grade) and 14.4’ northbound. There are 4’ sidewalks on both sides of N. Quinn Street.

The project proposes maintaining the N. Quinn Street section, but improving the sidewalk width on the project site (west side of Quinn). The proposed sidewalks would be widened to 6’, with 5’ x 12’ tree pits placed adjacent to the curb.

Loading, Service and Parking: The proposed development would include parking spaces for 87 cars, provided in a two-level at-grade garage beneath the hotel, fronting Lee Highway. Additional parking for thirteen (13) cars would be provided at the driveway/porte-cochere entry plaza, at the 120’ level. Fourteen percent (14%) of the 100 parking spaces would be compact spaces. Loading is proposed to be provided off of Lee Highway, requiring a maneuver from the right-hand lane into a paved area adjacent to the sidewalk, and then an additional back-in maneuver to the loading dock. The parking garage would be accessed from a garage entry off N. Quinn Street.

Transit: Though the study area is reasonably well served by transit, there are several obstacles to accessibility, including the distance from the nearest Metro stations, site location at the base of a

steep (10% grade) hill, and nearby bus service in one direction only, because of the configuration of Lee Highway's east- and westbound lanes.

The site is located approximately 2,500 feet (walking distance) from the Rosslyn Metro station (blue and orange lines), and is 3,000 feet downhill from Court House Metro (orange line). Both stations are approximately a ten-minute walk from the site. Within a short walk (0.2 miles) along Lee Highway is the Metrobus stop for routes 3A, 3B, 3E, and 3Y eastbound. 3A, 3B, and 3E buses serve Rosslyn Metro station, and 3Y is a peak-period, peak-direction bus to Farragut Square (skipping Rosslyn). The stop for westbound buses is at some distance, with a walk over the Scott Street Bridge to the other side of I-66 and Lee Highway required.

Numerous other buses, including Metrobus, Arlington Transit (ART), the DC Circulator, and Loudoun County Transit are available along Wilson Boulevard, Clarendon Boulevard, and the two Metro stations.

Bicycling: Though Lee Highway itself has no bicycle facilities, the Custis Trail is located immediately adjacent to it. N. Quinn Street has a striped bicycle lane southbound; Key Boulevard and N. Scott Street also have striped bike lanes. A broad variety of on-street bicycle facilities is available in the Court House and Rosslyn station areas. These facilities include five Capital Bikeshare stations:

- North Lynn Street and 19th Street North
- Wilson Boulevard and Fort Myer Drive (Rosslyn Metro)
- Clarendon Boulevard and North Pierce Street
- North Rhodes Street and 16th Street North
- Wilson Boulevard and North Uhle Street (Court House Metro)

DISCUSSION

Modification of Use Regulations: The applicant requests the following modifications to Zoning Ordinance requirements:

- Reduction of the required hotel parking ratio from 1 space/unit to 0.59 space/unit;
- 0.4 FAR (33 units) bonus density for LEED Gold Certification; and
- Reduction of the required 40' building setback.

Adopted Plans and Policies: Section 23A (the "C-O-1.5" regulations) of the Zoning Ordinance, the Rosslyn Transit Station Area Study (1977), the Rosslyn Transit Station Area Plan Addendum (1992), the *General Land Use Plan*, as well as the Long Range Planning Committee (LRPC) special study of this site set forth guidance for the redevelopment of the subject site.

General Land Use Plan and Zoning: The subject site is proposed to be rezoned from "C-2" to "C-O-1.5;" the GLUP designation is proposed to be changed from "Low-Medium" Residential to "Low" Office-Apartment-Hotel.

Relevant Plans: The site is located in the Rosslyn Station Area and is governed by both the [Rosslyn Transit Station Area Study](#) (1977) and [Rosslyn Transit Station Area Plan Addendum](#) (1992). However, due to the remote location of the site away from the central station area, the plans offer limited guidance for the site. The Rosslyn Transit Station Area Study recommended maintaining the "Low-Medium" Residential GLUP designation for this site and rezoning it from "C-2" to "RA8-18." The Addendum called for this area to remain residential. Since the applicant for the subject site requested a change in the land use designation from the existing plans, the County initiated the LRPC special study to develop guidance for the site in 2011.

Colony House Special General Land Use Plan Study: A special GLUP study was conducted in 2011 to evaluate a proposed GLUP amendment request for this site. The LRPC process resulted in a recommendation to the County Board to authorize advertising consideration of a proposed GLUP change for the site from “Low-Medium” Residential (16-36 dwelling units/acre) to either “Low” Office-Apartment-Hotel (up to 1.5 FAR for office uses; up to 72 units/acre residential; and up to 110 units/acre hotel uses) or “Medium” Residential (37-72 units/acre). The County Board voted on December 10, 2011 to authorize such advertisement to be concurrent with the rezoning and site plan application.

A brief summary of staff recommendations from the LRPC process follows below. For more detailed information, please see the County Board report and memorandum on the Colony House Special GLUP Study included on the SPRC website in the materials for the April 23, 2012 meeting.

- As a result of its analysis, staff concurred with the general input of the Planning Commission, the LRPC, the North Rosslyn Civic Association and Rosslyn Renaissance received through study that either “Low” Office-Apartment-Hotel or “Medium” Residential are within realm of consideration and should be advertised for consideration, subject to an appropriate site plan.
- A GLUP category such as “Low” Office-Apartment-Hotel could be in the realm of consideration, subject to an appropriate site plan, for several reasons. With the appropriate uses, heights, tapering and transitions, which can be addressed through the site plan process, “Low” Office-Apartment-Hotel and the associated C-O-1.5 zoning district could allow for flexibility in redeveloping the site with a mix of uses, including apartment, office or hotel development with or without retail. “Low” Office-Apartment-Hotel could provide for an appropriate form of development at this location that is compatible with surrounding development. Given the site’s location along Lee Highway and Interstate 66 and its extreme topography, additional height could be accommodated on this site in relation to surrounding sites to make redevelopment through the site plan process more likely. By-right development under the current C-2 zoning is a distinct possibility should other options not be provided, as this site could be used for a large format retail establishment. Staff heard through the process that there is interest in allowing for hotel or multifamily residential development on this site, as it is located on a major arterial and interstate and such uses could be viable in a busy, noisy location of this nature. A GLUP designation of “Low” Office-Apartment-Hotel would also be consistent with and in keeping with good planning principles that encourage smart growth and sustainable, walkable development close to Metrorail corridors.

Preliminary Issues: Staff has identified the following preliminary issues with the proposed site plan:

- Loading access from Lee Highway
- Parking ratio modification
- Delineation of pedestrian entrances from vehicular areas
- Building architecture – articulation of the building façade and design of pedestrian base
- Lee Highway and N. Quinn Street streetscape and intersection improvements
- Rooftop signage
- Transformer location

SPRC Neighborhood Members for this Site Plan:

George Schwartzman	Colonial Village I	colonialvillage1@gmail.com
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Cecilia Cassidy	Rosslyn Renaissance	ccassidy@rosslynva.org

Interested Parties:

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Planning Commissioner Chairing This Item:

Suzanne Klein	Srklein@verizon.net
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Staff Members:

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ITEM 2

Rosslyn Gateway PDSP & Site Plan (SP #419)

(RPC#s 16-020-001; 16-020-002; 16-020-006; and portions of the 20th Street North, North Moore Street, 19th Street North and Ft. Myer Drive right-of-way)

AGENDA: First Meeting—September 19, 2011

- 1) Informational Presentation
 - a. Overview of Phased Development Site Plan and Final Site Plan Proposal (Staff)
 - b. Presentation of Phased Development Site Plan and Final Site Plan Proposal (Applicant)

Second Meeting—November 14, 2011

- 2) Contextual Discussion
 - a. Applicant Presentation—*15 minutes*
 - b. Staff Presentation
 - i) Rosslyn Station Area Plan Addendum Update—Anthony Fusarelli (CPHD)—*10 minutes*
 - ii) Transportation Planning—*20 minutes*
 - (1) N. Lynn Street Esplanade—Tom Hutchings (DES)
 - (2) Rosslyn Multimodal Transportation Study—Ritch Viola (DES)
 - iii) Parks and Recreation—*20 minutes*
 - (1) Public Art (Corridor of Light)—Angela Adams (PRCR)
 - (2) Public Parks (Gateway Park)—Scott McPartlin (PRCR)
 - iv) Retail Issues—Jill Griffin (AED)—*10 minutes*
 - c. Questions/Wrap Up—*15 minutes*

Third Meeting—December 12, 2011

- 3) PDSP Discussion
 - a. Land Use
 - b. Streetscape Environment
 - c. Road Improvements
 - d. Vehicular Access/Circulation
 - e. Building Guidelines (placement, height, etc.)
 - f. Parking
 - g. Pedestrian Points of Access
 - h. Retail
 - i. Construction Phasing

Fourth Meeting—February 16, 2012

- 4) Transportation (*continued from previous meeting*)
 - a. Infrastructure

- i) Street systems (w/existing, Rosslyn Multimodal Study, and proposed cross sections)
- ii) Vehicular and pedestrian routes
- b. Automobile Parking
 - i) Proposed v. required (tenant, visitor, compact, handicapped, etc.)
 - ii) Access (curb cuts, driveway & drive aisle widths)
- c. Delivery Issues
 - i) Drop offs (hotel/residential building lay-by)
 - ii) Loading docks

Fifth Meeting—March 12, 2012

- 5) PDSP Issues Follow Up/Responses
 - a. Land Use Patterns
 - b. Density
 - c. Building Placement
 - d. Building Massing
 - e. Building Height
 - f. Phasing
 - g. Right-of-Way and Easement Vacations
 - h. Multimodal Transportation Plan Street Improvements
 - i. Streetscape Environment
- 6) Site Design and Characteristics
 - a. Allocation of uses on the site
 - b. Relationship and orientation of proposed buildings to public space and other buildings
 - c. Context of streetscape improvements
 - d. View vistas through site
 - e. Visibility of site or buildings from significant neighboring perspectives
 - f. Compliance with adopted planning documents
- 7) Open Space
 - a. Orientation and use of open spaces
 - b. Relationship to scenic vistas, natural features and/or adjacent public spaces
 - c. Compliance with existing planning documents and policies
 - d. Landscape plan (incl. tree preservation)

Sixth Meeting—April 3, 2012

- 8) Building Architecture (cont. from previous meeting)
 - a. Design Issues
 - i) Building form (height, massing, tapering, setbacks)
 - ii) Facade treatments, materials, fenestration
 - iii) Roof line/penthouse form and materials
 - iv) Street level activism/entrances & exits

- v) LEED Score
- vi) Accessibility
- b. Retail Spaces (if applicable)
 - i) Location, size, ceiling heights
 - ii) Storefront designs and transparency
 - iii) Mix of tenants (small v. large, local v. national)
- c. Service Issues
 - i) Utility equipment
 - ii) Venting location and type
 - iii) Location and visibility of loading and trash service
 - iv) Exterior/rooftop lighting

Seventh Meeting—April 23, 2012

9) Applicant Presentation in Response to SPRC Issues

10) Community Benefits

- a. Public Art
- b. Affordable Housing
- c. Underground Utilities
- d. Historic Preservation
- e. Other

11) Construction issues

- i) Phasing
- ii) Vehicle staging, parking, and routing
- iii) Community Liaison

12) Wrap Up

Site Location: 2.20-acre (95,866 square feet) site located in the Rosslyn Coordinated Redevelopment District and bounded on the north by Lee Highway, on the east by North Moore Street, on the south by 19th Street North and on the west by Ft. Myer Drive.

Applicant Information:

Applicant

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BACKGROUND: The applicant requests approval of the following actions:

- Rezoning of the 2.20-acre subject site from the “C-O” and “S-3A” zoning districts to the “C-O-Rosslyn” zoning district;
- Phased Development Site Plan (PDSP);
- Site Plan (SP #419) to consolidate SP #39 (Rosslyn Gateway South office building) and SP #54 (Rosslyn Gateway North office building); and
- Vacation of 36,432 square feet consisting of County right-of-way (23,761 square feet) and public street and utility easements (12,671 square feet).

The site is located within the “Rosslyn Coordinated Redevelopment District” (GLUP Note 15) as designated by the General Land Use Plan (GLUP). The applicant proposes to redevelop the site in conformance with the “C-O-Rosslyn” zoning district and the recommendations of the Rosslyn Station Area Plan Addendum. Specifically, the applicant proposes a PDSP to plan for the ultimate redevelopment of the block with three buildings at the maximum density permitted by the “C-O-Rosslyn” zoning district (958,660 square feet; 10.0 FAR). The site plan application (SP #419) requests the consolidation of SP #39 and SP #54 for purposes of a) permitting the removal of the Rosslyn Gateway South office building; b) retention of the Rosslyn Gateway North office building; c) development of a twenty-four (24) story building consisting of 488,980 square feet of office space and 7,909 square feet of ground-floor retail use; and d) development of a twenty-five (25) story building consisting of 172,663 square feet of residential use (133 units), 133,952 square feet of hotel use (148 units) and 10,001 square feet of ground-floor retail use. The requested density of SP #419 is 948,016 square feet (9.89 FAR). Though the PDSP proposes the ultimate replacement of the Rosslyn Gateway North office building with a 145,155 square foot building consisting of 137,468 square feet of residential use (150 units) and 7,687 square feet of ground-floor retail use, SP #419 proposes to retain the Rosslyn Gateway North building (134,511 square feet) as an interim condition. Removal of the Rosslyn Gateway North building and development of the future residential building will be subject to a future amendment to SP #419, though the PDSP will prescribe density, massing and form guidance for a future site plan amendment.

The following provides additional information about the site and location:

Site: The 2.20-acre (95,866 square feet) site is bounded on the north by Lee Highway, on the east by North Moore Street, on the south by 19th Street North and on the west by Ft. Myer Drive. The site is surrounded by the following land uses:

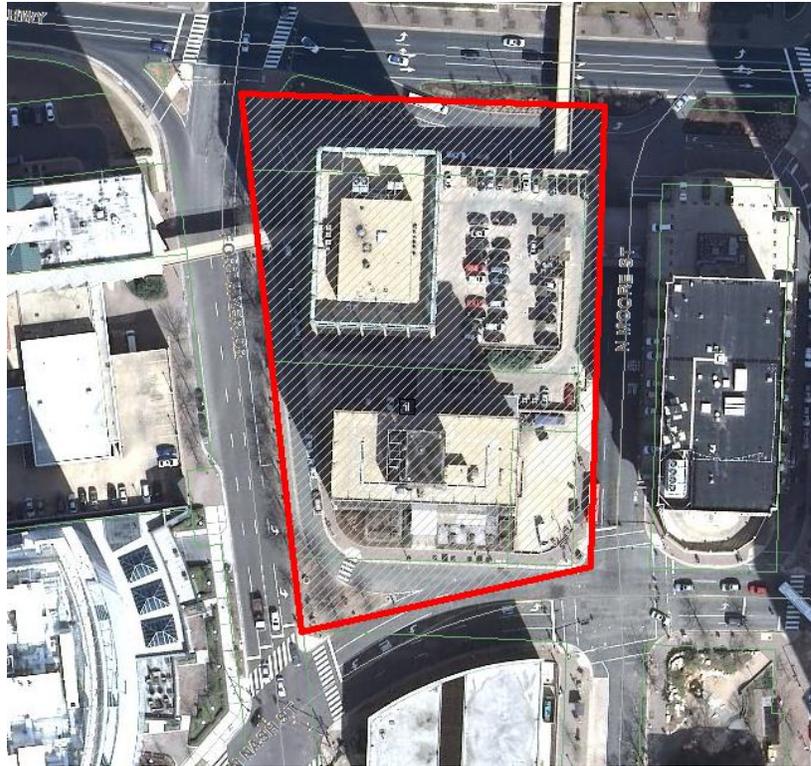
- To the north: Lee Highway and Gateway Park. The property is designated Public on the General Land Use Plan (GLUP) and is zoned “S-3A” Special Districts.
- To the east: North Moore Street and the RCA office building (SP #66). The property is designated “High” Office-Apartment-Hotel and “Rosslyn Coordinated Redevelopment District” on the GLUP and is zoned “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling Districts.
- To the south: 19th Street North and the 1812 North Moore development (SP #18). The property is designated “High” Office-Apartment-Hotel and “Rosslyn Coordinated Redevelopment District” on the GLUP and is zoned “C-O-Rosslyn” Commercial Office Building, Retail, Hotel and Multiple Family Dwelling Districts.
- To the west: Ft. Myer Drive and a Holiday Inn hotel (SP #79) and the Turnberry Tower condominium building (SP #19). The properties are designated “High” Residential on the GLUP and zoned “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling Districts (SP #79) and “C-O-Rosslyn” Commercial Office Building, Retail, Hotel and Multiple-Family Dwelling Districts (SP #19).

Existing Zoning: “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling Districts and “S-3A” Special Districts.

Proposed Zoning: “C-O-Rosslyn” Commercial Office Building, Retail, Hotel and Multiple Family Dwelling Districts.

General Land Use Plan Designation: “High” Office-Apartment-Hotel and “Rosslyn Coordinated Redevelopment District” (GLUP Note 15)

Neighborhood: The site is located within the Rosslyn Coordinated Redevelopment District and is governed by the recommendations of the Rosslyn Station Area Plan Addendum.



Existing Development: The site is currently developed with two (2) office buildings with above and below grade parking structures, as well as some surface level parking spaces. The Rosslyn Gateway North office building consists of 148,779 square feet and the Rosslyn Gateway South office building contains 118,094 square feet. Skywalk elements are located adjacent to the Rosslyn Gateway North office building and provide access from the site to areas located across Lee Highway to the north, North Moore Street to the east, and Ft. Myer Drive to the west.

Development Potential:

Site Area ¹	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
Existing Zoning		
“C-O” By-Right	One-Family Dwellings: 6,000 sf/lot; or Office Use: .6 FAR	15 lots; or 57,519 sf
“C-O” Site Plan ²	Office, Commercial and Hotel: 3.8 FAR; or Multiple-Family Dwellings: 4.8 FAR	364,290 sf; or 460,156 sf
Proposed Zoning		
“C-O-Rosslyn” By-Right	One-Family Dwellings: 6,000 sf/lot; or Office Use: .6 FAR	15 lots; or 57,519 sf
“C-O-Rosslyn” Site Plan	Office, Retail, Service Commercial, Hotels and Multiple-Family: 10.0 FAR	958,860 sf

¹The applicant’s property consists of 72,105 sf, with inclusion of the requested areas of vacation, the PDSP and 4.1 site plan area consist of 95,866 sq.ft.

²No portion of the site may be used more than once in computing the permitted density.

Proposed Development: The following table sets forth the preliminary statistical summary for the proposed site plan:

	Initial Proposal	Current Proposal
Site Area	101,817 sq. ft.	95,866 sq. ft.
Applicant's property	72,105 sq. ft.	72,105 sq. ft.
County r-o-w	29,712 sq. ft.	23,761 sq. ft.
County public easements	12,671 sq. ft.	12,671 sq. ft.
Density		
PDSP	1,018,170 sq. ft. (10 FAR)	958,660 sq. ft. (10 FAR)
Office	502,883 sq. ft.	488,980 sq. ft.
Retail	17,064 sq. ft.	25,597 sq. ft.
Hotel	133,952 sq. ft. (148 units)	133,952 sq. ft. (148 units)
Residential	364,271 sq. ft. (302 units)	310,131 sq. ft. (283 units)
Phase I	172,663 sq. ft. (133 units)	172,663 sq. ft. (133 units)
Phase II	191,608 sq. ft. (169 units)	137,468 sq. ft. (150 units)
FSP	961,073 sq. ft. (9.44 FAR)	948,016 sq. ft. (9.89 FAR)
Office	637,394 sq. ft.	623,491 sq. ft.
Existing RGN Building	134,511 sq. ft.	134,511 sq. ft.
New Office Building	502,883 sq. ft.	488,980 sq. ft.
Retail	17,064 sq. ft.	17,910 sq. ft.
Hotel	138,998 sq. ft. (148 units)	133,952 sq. ft. (148 units)
Residential	172,036 sq. ft. (133 units)	172,663 sq. ft. (133 units)
"C-O-Rosslyn" Max. Permitted	10.0 FAR	10.0 FAR
Height¹		
Office	323 ft.	323 ft.
Main Roof	300 ft.	300 ft.
Penthouse	23 ft.	23 ft.
Hotel/Residential	314.6 ft.	306 ft.
Main Roof	286.7	285 ft.
Penthouse	27.9 ft.	21 ft.
Future Residential	270 ft.	270 ft.
Main Roof	247 ft.	247 ft.
Penthouse	23 ft.	23 ft.
Existing Gateway North	149 ft.	149 ft.
"C-O-Rosslyn" Max. Permitted	300 ft.	300 ft.
Parking		
Office²		
Standard Spaces	117 spaces	
Compact Spaces	219 spaces	
Standard Tandem Stacker Spaces	185 spaces	
Compact Tandem Stacker Spaces	8 spaces	
Handicap Spaces	6 spaces	
Handicap Van Spaces	2 spaces	
Parking Provided³		

PDSP	509 spaces (1 sp/988 sq. ft.)	518 spaces (1 sp/944 sq. ft.)
FSP	537 sp. (1 sp/1,187 sq. ft.)	524 spaces (1 sp/1,190 sq. ft.)
Min. Office Req. Parking Ratio	1 sp/1,000 sq. ft.	1 sp/1,000 sq. ft.
Min. Office Req. Parking Spaces		
PDSP	503 spaces	489 spaces
FSP	638 spaces	624 spaces
Hotel		
Standard Spaces	25 spaces	
Compact Spaces	12 spaces	
Standard Tandem	15 spaces	
Compact Tandem	22 spaces	
Parking Provided³		
PDSP	74 spaces (.5 sp/key)	74 spaces (.5 sp/key)
FSP	74 spaces (.5 sp./key)	74 spaces (.5 sp/key)
Min. Hotel Required Parking Ratio	0.7 sp/unit	0.7 sp/unit
Min. Hotel Required Parking Spaces		
PDSP	104 spaces	104 spaces
FSP	104 spaces	104 spaces
Residential		
Automated Standard Spaces	113 spaces	
Parking Provided³		
PDSP	233 spaces (.92 sp/unit)	248 spaces (.88 sp/unit)
FSP	113 spaces (.85 sp/unit)	113 spaces (.85 sp/unit)
Min. Residential Required Parking Ratio	1 sp/unit	1 sp/unit
Min. Residential Required Parking Spaces		
PDSP	253 spaces	283 spaces
FSP	133 spaces	133 spaces
Retail⁴		
Standard Spaces	7 spaces	
Parking Provided	7 spaces (1sp/1,009 sq. ft.)	10 spaces
Min. Retail Required Parking Ratio	1 sp/1,000 sq. ft.	1 sp/1,000 sq. ft.
Min. Retail Req. Parking Spaces		
PDSP	8 spaces	10 spaces
FSP	8 spaces	8 spaces
LEED		
Office	Platinum (v. 2.0 Core & Shell)	Platinum (v. 2.0 Core & Shell)
Residential/Hotel	Platinum	Platinum

	(v. 2.2 New Construction)	(v. 2.2 New Construction)
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¹ Building Height is exclusive of penthouse height which may not exceed 23 feet (Zoning Ordinance Sect. 31.B.2.a)

² Office parking space allocations by type based upon final site plan proposal

³ Parking ratio provided is inclusive of requested modifications to include tandem and automated parking spaces.

⁴ Retail exclusions of 5,000 sq. ft. per building are permitted when buildings are within 1,000 feet from of a Metrorail entrance (Zoning Ordinance Sect. 33.C.3.a(2))

Density and Uses: The subject site is currently zoned “C-O” and “S-3A;” the GLUP designates the site as “High” Office-Apartment-Hotel and within the “Rosslyn Coordinated Redevelopment District.” The applicant proposes to vacate portions of County owned right-of-way (currently zoned “S-3A”) for purposes of rezoning this publicly owned land along with the applicant’s owned site area to the “C-O-Rosslyn” zoning district. This PDSP proposes a layout containing a twenty-four (24) story building consisting of 488,980 square feet of office use and 7,909 square feet of ground-floor retail space, a twenty-five (25) story building consisting of 172,663 square feet of residential use (133 units) and 133,952 square feet of hotel use (148 units) with 10,001 square feet of retail space, and a 145,155 square foot building consisting of 137,468 square feet of residential use (150 units) and 7,687 square feet of ground floor retail space. Whereas the PDSP seeks approval of the maximum development potential of the site as permitted in the “C-O-Rosslyn” zoning district, SP #419 requests approval to retain the existing Rosslyn Gateway North office building (134,511 square feet), while permitting development of the office building and the residential/hotel building, which results in a density less than the maximum 10.0 FAR of the “C-O-Rosslyn” zoning district. The requested density of the PDSP is 958,660 square feet (10.0 FAR), while SP #419 requests a density of 948,016 square feet or 9.89 FAR. Development of the proposed 145,155 square foot future residential/retail building will not be permitted until approved subject to a future amendment to SP #419.

Site and Design: The difference between the PDSP and the site plan application is the retention of the Rosslyn Gateway North office building with the site plan, which will eventually be replaced with a 145,155 square foot residential building with ground-floor retail at a future date subject to an amendment to SP #419. As proposed with the site plan, the 25-story office building will be located in the southern portion of the site, while the 24-story residential/hotel building will be situated in the northeast portion of the site. The existing Rosslyn Gateway North building will be located in the northwest corner of the site, which will be replaced by a residential building as proposed by the PDSP. A service drive will bisect the site on an east-west axis that will provide access to the parking garages and loading areas for each of the buildings. A bridge was previously proposed to connect the office building to the hotel/residential building, but the applicant has removed this feature. In addition, a lay-by drop-off area is proposed for the residential/hotel building, which will be provided from the south side of Lee Highway. Ground-floor retail space will be provided for each of the three buildings proposed with the PDSP, which will introduce active uses along the project’s public street frontages and across Lee Highway from Gateway Park. The residential/hotel building has been designed with a transition between the uses occurring at the twelfth floor. The proposed

heights of the buildings will permit a taper in height from the central portion of Rosslyn northward towards Gateway Park.

Parking for the office and hotel components will be comprised of standard, compact, tandem and compact stacker, and accessible parking spaces located in the below grade parking structure. All of the parking spaces in the below grade parking structure will be provided on a managed basis, which will allow the spaces to be shared during the off-peak periods. Parking for the residential component will be accommodated through an automated parking system that will store the vehicles on the third and fourth floors. The existing Rosslyn Gateway North office building will be provided with existing parking, though in a reduced capacity compared to the amount that is currently provided.

The exterior of the office building will employ a glass curtain façade consisting of clear glass with vertical mullions behind the glass wall resulting in a highly transparent building skin. Horizontal metal bands painted white will be spaced every four floors. A recessed balcony will be located above the ground floor retail in portions of the south and west facades and protected by a glass parapet guardrail as will the rooftop terrace. A glass and metal canopy will project over the main lobby entrance from 19th Street North; no portion of this canopy will extend beyond the sidewalk. The rooftop will contain a terrace area and a metal panel penthouse enclosing mechanical equipment that will be sheathed with glass and illuminated internally to accentuate the top of this building.

The exterior of the hotel/residential building will consist of vertical precast and metal panels with alternating panes of transparent and clear glass. Vertical and horizontal mullions of varying width will embellish the elevations that will be further accentuated by stepbacks, building projections, recessed balconies and rooftop terraces. A glass canopy will provide cover for the hotel/residential drop-off area on the north side of the building, though no portion of the canopy will extend beyond the sidewalk. The rooftop will contain a split penthouse enclosing mechanical equipment that will be sheathed with a glass wall and mullion treatment consistent with the north façade of the building. A rooftop terrace will be situated adjacent to the penthouse that will be internally illuminated to highlight this feature and roof treatment.

No changes are proposed to the elevations of the existing Rosslyn Gateway North office building, which will be retained on site until the commencement of Phase 2 as defined by the PDSP. Schemes of the future residential building are provided in the Urban Design Manual that are similar to the form, massing and exterior treatment of the hotel/residential building, and are to be used as guidance when a future site plan amendment is submitted to replace the Rosslyn Gateway North building with this residential building.

TRANSPORTATION

The Rosslyn Gateway project is located near the center of Rosslyn—a neighborhood that is a regional and local multimodal transportation hub. Strong links between local and regional roadways exist in the vicinity of the subject site including a metro rail/bus

transfer center (Rosslyn Metro Station), commuter bus stops, numerous private bus and shuttle stops, as well as the confluence of multiple bike trails and routes. Connecting all of these elements is a complete network of sidewalks and sky bridges.

The existing street network around the site is confusing due to the presence of one-way roads, the mini-loop road and the unusual geometry of some of the road segments in the area. As part of the Rosslyn Multimodal Transportation Study (the “Multimodal Study”), the County hopes to normalize and unify the street network in the area, creating a series of complete streets that better address all of the intended street users in the area.

Streets and Roadway Network: The Rosslyn Gateway block is bound by Lee Highway (VA Route 29) to the north, North Moore Street to the east, 19th Street North to the south and Fort Myer Drive to the west. A mini-loop road exists directly adjacent to the site effectively creating a one-way pair with the main roadways which are also one-way roads. The mini-loop road operates with one-way vehicular traffic flow in a clockwise direction extending along Fort Myer Drive, eastbound Lee Highway and North Lynn Street as well as portions of 19th Street North. The loop road helps reduce the number of curb-cuts on the main roadways surrounding the site and it provides access management for building entries and loading/garage access. In addition, the site is in close proximity to Interstate 66 (I-66), VA Route 110 (SR-110), the George Washington Memorial Parkway and Arlington Boulevard (US-50)

The Master Transportation Plan (MTP) classifies Lee Highway, Fort Myer Drive and 19th Street North as “Type B – Primarily Urban Mixed Use Arterials.” North Moore Street is identified as an “Urban Center Local Street.” The MTP also identifies portions of both Lee Highway and Fort Myer Drive adjacent to the site as part of the County’s Primary Transit Network.

Historic traffic volume data for streets adjacent to the site are provided below. The data is compiled from both Arlington County and VDOT traffic count data.

	Traffic Counts in Vehicles Per Day (VPD)			
	<u>1980's</u>	<u>1990's</u>	<u>2005</u>	<u>Recent</u>
Interstate 66 (west of Lynn)	68,500	93,000	N/A	96,000
Lee Hwy. (west of Lynn)	30,000	37,500	35,000	31,900
Lynn St. (south of Lee)	20,000	25,000	20,000	28,600
Fort Myer Dr. (south of Lee)	13,000	11,600	15,000	18,500
19th St. (west of Lynn)	8,000	9,300	7,500	7,600
<i>Sources: VDOT and Arlington County DES</i>				

Lee Highway

The portion of Lee Highway adjacent to the site functions as a one-way pair (eastbound and westbound lanes) separated by Gateway Park. The eastbound segment is directly north of the site, and is separated from the existing development by the mini-loop road.

Along the site frontage there is a slip lane providing vehicular access to and from the loop road and Lee Highway. The mini-loop road and eastbound Lee Highway are separated by a planted median. Eastbound Lee Highway is approximately 40 feet wide from curb to curb with three (3) eastbound travel lanes. There is no on-street parking along this section of Lee Highway. Adjacent to the site, the loop road varies in width from 27 feet to approximately 38.5 feet. The loop road varies to accommodate the slip lane to and from Lee Highway and its corresponding weaving maneuvers.

The draft Multimodal Study recommends the removal of the mini-loop within the site area. With removal of the loop road, the Multimodal Study plans for Lee Highway to be widened to approximately 48.5-feet from curb-to-curb. Within this section the three (3) eastbound travel lanes would be maintained, and an eastbound on-street bike lane and a parking lane would be added.

The applicant proposes a 42-foot wide section that accommodates three (3) eastbound travel lanes and a bike lane. This proposal meets the recommendation of the Multimodal Study, with the exception of the parking lane. To support patron loading activities of the hotel, an eighteen (18) foot wide lay-by is proposed that will be separated from Lee Highway by a five (5) foot wide planting strip containing four street trees. Staff is continuing to evaluate the design and operation of the proposed lay-by area.

Fort Myer Drive

Along the site's western frontage, Fort Myer Drive operates in conjunction with North Lynn Street as a one-way pair. Fort Myer Drive accommodates southbound vehicular flow through the Rosslyn Circle and Rosslyn while North Lynn Street supports the northbound movements through these areas. The mini-loop road also separates Fort Myer Drive and the existing development on the site. The current curb-to-curb section along Fort Myer Drive varies between 43 feet and 55 feet. Within this section, four (4) southbound lanes are provided as well as a segment of on-street parking on the west side of the street. The loop road and Fort Myer Drive are separated by a median/sidewalk that is generally 11 feet wide including street trees in tree pits with tree grates. The loop road adjacent to Fort Myer Drive is approximately 27 feet wide and includes a parking lane and a single travel lane.

The Multimodal Study plans for Fort Myer Drive and Lynn Street both to be reconfigured into two-way streets. The plan also calls for the removal of the loop road. The curb-to-curb section of Fort Myer Drive would be widened to approximately 64 feet using some right-of-way from the removal of the loop road. Within this section, on-street parking would be provided on both sides of the street, two travel lanes would be provided in each direction, and a southbound bike lane would be provided.

The project proposes providing a 51-64 foot wide section along Fort Myer Drive adjacent to the proposed office building, which is inconsistent with the section proposed in the Multimodal Study because it does not include on-street parking across the entire frontage of the block, though street trees will be consistently provided within the streetscape.

Staff and the applicant continue to explore ways to provide on-street parking along the entire Fort Myer Drive frontage of the site.

19th Street North

19th Street South sweeps southwest adjacent to the project with traffic flowing eastbound and westbound. The existing configuration includes a slip ramp/lane to access the loop road. The road generally provides five (5) lanes, two in each direction and a center left-turn lane. The curb-to-curb section varies; however it is generally 60 feet wide.

The December 2011 version of the Multimodal Study recommends a street section for 19th Street North that generally maintains a 53-foot curb-to-curb width, providing two travel lanes in each direction and on-street bike lanes in each direction. The initial version of the Multimodal Study (October 2011) recommended a street section for 19th Street North as stated above, but with the inclusion of on-street parking on the north side of 19th Street adjacent to the subject site. Staff encouraged the applicant to provide the proposed street section that is consistent with the October 2011 version of the Multimodal Study, as the inclusion of on-street parking would greatly benefit Rosslyn's urban environment.

North Moore Street

North Moore Street adjacent to the site currently consists of a 45 foot wide section from curb-to-curb. This section accommodates a travel lane in each direction and parking lanes on both sides of the street.

The Multimodal Study has three differing proposals for North Moore Street, each with a different curb-to-curb section and a different building face to building face section. The study assumes additional work would be done through the Rosslyn Sector Plan Addendum update, which will further define the character and vision for North Moore Street. The widest section proposed in the study would require a building face to building face dimension of 82 feet. This would be achieved through the redevelopment of both sides of the street, with each property owner contributing approximately 9 feet to widen the street and sidewalk on their respective sides of the street centerline.

The applicant proposes to provide half of the recommended section of North Moore Street in a manner that will achieve the maximum street section proposed in the Multimodal Study. This will provide the maximum flexibility in the future should the use and vision of the street evolve over time. By doing this, the placement of buildings on the site would not unnecessarily limit the form or use of North Moore Street.

Mid-Block Alley

In addition to the network of streets around the perimeter of the site, the project proposes a new mid-block alley connecting North Moore Street and Fort Myer Drive. The new alley is designed to support all of the parking and loading activities generated by the site. By incorporating a new alley into the design of the site, the majority of the curb cuts

required to support the project can be relocated from the perimeter of the site. This will presumably increase the amount of curb space available for on-street parking or other uses. The alley will also improve circulation and connectivity around the block through low travel speeds and the provision of five (5) foot wide pathways on the north and south sides of the alley that will allow pedestrians and vehicles to occupy this space between the buildings with limited conflicts. The MTP supports the addition of the alley as it increases permeability through the block.

Sidewalks: The existing sidewalks around the entire perimeter of the site are all generally substandard and typically less than 10 feet in total width. The project proposes to widen all of the sidewalks around the perimeter of the site to a minimum of 18 feet. The sidewalk would include a 12-foot wide clear sidewalk and street trees, which is an improvement from previous versions of the plan that did not consistently provide tree plantings within the streetscape. The proposed sidewalks are consistent with the street cross-sections included as part of the Rosslyn Multimodal Study.

Curb Space Management: Rosslyn is a hub for numerous multimodal transportation activities; therefore, it is critical to effectively manage curb uses. Managing and balancing all of the activities that occur today and into the future adjacent to the site will be essential to supporting the added density and activity proposed for the site. Staff has requested the applicant to document all of the existing curb uses around the perimeter of the site by time of day. Based on this information, staff will further evaluate the plan and its ability to support all the activities that occur around the site at the curbside. The vision for North Moore Street will also be critical in the development of best practices around the site for managing the curb space. With the provision of the mid-block alley, the project has generally maximized the amount of curb space available to be managed in support of uses on the site. The hotel lay-by area also must be further evaluated to assess its impact on the south side of Lee Highway.

DISCUSSION

Modification of Use Regulations: The following modifications to Zoning Ordinance requirements are requested with the subject site plan proposal:

- Parking ratios (office, hotel and residential)
- Parking space types (tandem, stacker and automated spaces)
- Landscaped open space
- Gross Floor Area exclusions for below grade storage and above grade mechanical shafts

Approved Policies and Plans: Section 25B of the Zoning Ordinance and the Rosslyn Station Area Plan Addendum set forth guidance for the redevelopment of the subject site.

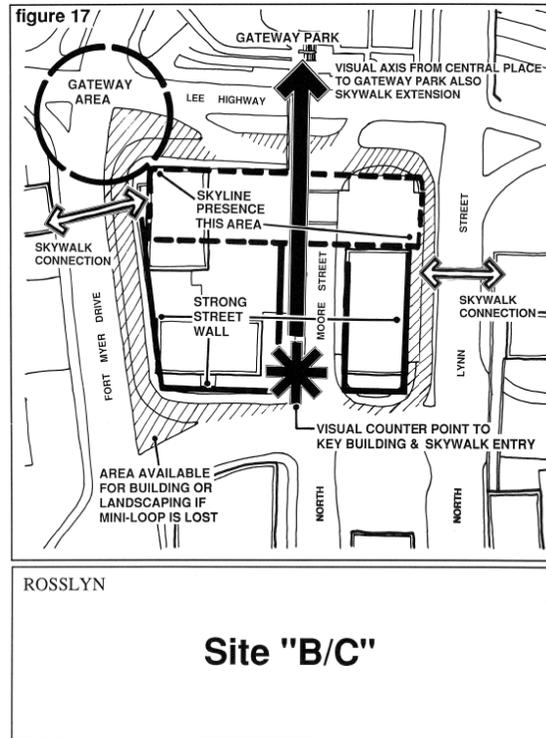
1992 Rosslyn Station Area Plan Addendum. Adopted in 1992, the Rosslyn Station Area Plan Addendum is the latest sector plan document adopted for Rosslyn and has provided general guidance for planning and development decisions in Rosslyn over the past two

decades. The overarching vision outlined in the 1992 Addendum is a future Rosslyn that: will serve as a proud gateway into Arlington and Virginia; is a vibrant place to live, work, shop, recreate, and enjoy culture; is a premier office location that is home to regional and national corporate headquarters; has superior architecture and urban design; and is a comfortable place that serves as a great stage for human activities. In order to achieve this vision, the document identifies a list of more specific goals for the entire Rosslyn area:

- Create a “central place” which serves as the physical and social heart of Rosslyn;
- Restructure and enhance retail, restaurant and entertainment facilities;
- Integrate the sidewalks and skywalks into a comprehensive pedestrian circulation system which links all the major components of Rosslyn (residential, office and retail) into a unified whole;
- Greatly improve access to the Potomac River and to nearby National Parks and Monuments both physically and visually;
- Create a more urban form where buildings relate well to one another and to the street and exemplify good architectural and urban design practice;
- Enhance entries from both within and without Arlington;
- Increase opportunities for housing within the core of Rosslyn;
- Unify and improve parks, open spaces and cultural facilities;
- Provide an integrated system of transportation which emphasizes a Multimodal approach;
- Expand and enhance Rosslyn’s hotel resources; and
- Finally, but certainly not least, develop an office inventory which is both more cosmopolitan and more competitive in the marketplace.

In addition to the broader goals for Rosslyn above, the 1992 Addendum provides site specific guidelines for a number of locations throughout Rosslyn. The 1992 Addendum provides site specific guidance for the subject site, which is identified as Site B/C in the document (including the block to the east between Moore and Lynn Streets). While some of the specific guidance is less relevant due to changes resulting from approved or built projects, several of the detailed recommendations for the block still apply. Listed below (and depicted in the supporting graphic) are a number of specific recommendations for the block:

- Providing a much more complete urban design composition;
- Contributing to a much improved skyline and image for Rosslyn;
- Potential elimination of the contra-flow, mini-loop roads around the block, providing additional sidewalk width and buildable area;
- Creation of additional housing in the core of Rosslyn;
- Continuation and/or improvement of through-block access and visual axis to Gateway Park; and
- Establishment of strong street walls on all or most adjacent streets.



Rosslyn Sector Plan Addendum: This fall, Arlington County will be initiating a planning process to develop an update to the 1992 Rosslyn Sector Plan Addendum. The Addendum planning effort will focus primarily on addressing several challenges the area has continued to face since the adoption of the 1992 Addendum. More specifically, the main purpose of the Addendum will be to address the following four key issues in Rosslyn: urban design, building height, multimodal transportation systems, and urban parks and open space. This study will build upon the 1992 Addendum as a foundation, since the vision and much of the guidance provided in that document is still relevant, and therefore will not involve a comprehensive overhaul of the entire 1992 Addendum. Ultimately the process will culminate with an Addendum document that provides updated strategies and recommendations to successfully address the four identified problem areas above. The main objectives of this work are:

- To build upon the community vision and plan described in the 1992 Rosslyn Station Area Plan Addendum;
- To understand and analyze existing conditions in the neighborhood in order to develop an urban design framework that will help make Rosslyn a more attractive and functional place;
- To establish a more specific, deliberate, and preferred building heights strategy;
- To examine the area's multimodal transportation system issues, opportunities, and needs; to bring the system into alignment with the County's current policies as set forth in its Master Transportation Plan; and to improve the system appropriately to become an integral component of the urban design framework for Rosslyn;

- To develop a more cohesive and functional parks and open space network to meet the recreational needs of Rosslyn while enhancing its public realm;
- To update, as needed, any policies outlined in the 1992 Addendum that are effectively out-of-date and should be revised to reflect current County policy;
- To actively facilitate a civic engagement process with diverse stakeholders to establish an inclusive, participatory planning process; and
- To integrate the products resulting from addressing the objectives above into an Addendum that can help guide the County's decision-making process regarding future redevelopment projects in Rosslyn.

While the Rosslyn Sector Plan Addendum Update will begin in the near future, several pre-planning steps for this study have been completed or are in progress. In June 2011, the County Board approved a scope of work document outlining the key issues and questions to be addressed through the course of the Rosslyn Sector Plan Addendum process. In September 2011, the County Manager presented the County Board with a proposed community process for the study, which detailed a general approach and structure for how the community will be engaged throughout the process to help formulate plan recommendations. The current project schedule anticipates a kick-off public meeting in the First Quarter of 2012, with a targeted study completion date of First Quarter 2013.

Phased Development Site Plan (PDSP): PDSP applications are typically utilized on sites greater than twenty acres with the purpose of providing a conceptual plan of development of the site focused on land uses, public facilities, transportation and utilities. Whereas PDSP applications request approval of a certain amount of density and a general development pattern, no buildings can be constructed until subsequent Final Site Plan (FSP) applications are approved for the individual buildings. PDSPs have primarily been used on undeveloped sites such as with Colonial Village (PDSP #161) or on underutilized sites such as with Potomac Yards (PDSP #346). The value of PDSP applications are that they analyze the site as a whole without requiring detailed designs for individual buildings until property owners are ready to invest in the design and construction of the those buildings as would be studied with individual future FSP applications. In contrast to the PDSP application process, FSP applications for multi-building sites, which do require detail designs of the individual buildings, have been approved on sites such as with Founders Square (SP #413) and the Peck/Staples site (SP #401) without a PDSP application governing the site.

The Rosslyn Gateway PDSP has been submitted by the applicant concurrent with the FSP applications for two of the three buildings proposed by the PDSP application. From a density perspective, the PDSP proposes the maximum 10.0 FAR as permitted by the "C-O-Rosslyn" zoning district, while the FSP seeks the retention of the Gateway North building along with the construction of the office building and residential/hotel building that results in a 9.89 FAR. Because the PDSP and FSP boundaries are the same, staff has evaluated many of the typical PDSP elements along with the FSP.

Throughout the course of the SPRC review of the Rosslyn Gateway PDSP, specific issues have been identified as the core PDSP elements that have guided the discussion of the applicant's proposal. The core PDSP elements of the Rosslyn Gateway proposal are:

- a. Land Use Patterns
- b. Density
- c. Building Placement
- d. Building Massing
- e. Building Height
- f. Phasing
- g. Right-of-Way and Easement Vacations
- h. Multimodal Transportation Plan Street Improvements
- i. Streetscape Environment

These elements formulate the basis for the PDSP proposal that is being reviewed concurrently with the site plan (SP #419) application. The issues are illustrated in the PDSP plan as well as the Urban Design Manual and described more fully below.

Land Use Patterns: The PDSP proposes to redevelop the 95,866 square foot (2.20 acre) site with three buildings (office, hotel/residential, residential). Specific objectives of the Rosslyn Station Area Plan Addendum that are accomplished with this proposal include the creation of additional housing opportunities within the core of Rosslyn, development of office space that is more cosmopolitan and competitive, and expansion of hotel accommodations. As proposed, the PDSP will result in the following mix of uses: 488,980 square feet (51%) office; 310,131 square feet (32%) residential; 133,952 square feet (14%) hotel; and 25,597 square feet (3%) retail. Each of the buildings will have ground floor retail uses oriented towards the public streets.

Density: The applicant proposes to rezone the subject 95,866 square foot site from the "C-O" zoning district to the "C-O-Rosslyn" zoning district. The PDSP proposes to redevelop the site with the maximum density permitted by the "C-O-Rosslyn" zoning district (958,866 square feet; 10.0 FAR).

Building Placement: The PDSP proposes to locate the office building in the southern portion of the site on an east-west axis adjacent to 19th Street South, while both the hotel/residential and residential buildings will be sited on a north-south axis with the hotel/residential building parallel to North Moore Street and the residential building parallel to Fort Myer Drive. A service drive will bisect the site with access from both North Moore Street and Fort Myer Drive. The purpose of the service drive is to eliminate individual points of access, and their associated doors and service functions, from the streets that surround the block, thereby creating a coordinate development without affecting the streets with service activities. The proposed arrangement allows for the largest building to be located at the southern portion of the site interior to the core of Rosslyn while allowing a transition to the smaller buildings in the northern portion of the site that are sited in a manner that opens up views into the site from the north. As proposed, the building placement departs from providing massive building walls at the

north end of Rosslyn (as with the Waterview project to the east) and orients two smaller buildings perpendicular to Lee Highway with a separation between the towers. The proposed siting of these buildings presents great opportunities to engage pedestrians through the incorporation of a coordinated streetscape plan and active ground floor uses (retail, hotel/residential drop off, and building lobbies) rather than blank walls and above grade parking as exists elsewhere in Rosslyn.

Building Massing: The Urban Design Manual that accompanies the PDSP depicts the massing scheme for the three buildings. The office building in the southern portion of the site has been revised to provide a form that reflects the curvature of 19th Street South and includes a recessed balcony above the ground floor retail space and a rooftop terrace that reduces the bulk of the penthouse. The hotel/residential and residential buildings have been oriented perpendicular to the Lee Highway with a separation between the towers. In addition, the towers have been designed with recessed balconies, notches and stepbacks that further reduce the mass of the buildings as viewed from the north while providing visual interest of the building's architecture that will be distinguished from surrounding buildings. In addition, the parking garage for the buildings will be located below grade, which is a departure from other "C-O-Rosslyn" projects that placed parking within a structure that composes levels of the buildings above grade.

Building Height: The "C-O-Rosslyn" zoning district permits a maximum building height of 300 feet exclusive of penthouse elements that may be a maximum of 23 feet tall. The PDSP proposes that the office building will be 300 feet with a 23 foot penthouse, while the hotel/residential building will be 285 feet with a 21 foot penthouse, and the residential building will be 247 feet with a 23 foot penthouse.

Phasing: The PDSP proposes two phases of development with the first phase defined by the site plan proposal. Phase 1 consists of the office building, hotel/residential building, and the retention of the existing Gateway North office building located in the northwest portion of the site. The resulting density of Phase 1 is 948,016 square feet (9.89 FAR). Phase 2 involves the redevelopment of the existing Gateway North office building with a residential building. The resulting density of Phase 2 is 958,660 square feet (10.0 FAR). Though Phase 1 proposes the retention of the existing Gateway North office building, the portion of the loop road that serves this area of the site will be made obsolete by construction of the office building; therefore, staff has worked with the applicant to design streetscape improvements around the northwest corner of the site that will be provided with development of the northern portion of the site so that a consistent treatment will be provided around the perimeter of this block.

Right-of-Way and Easement Vacations: The PDSP and site plan application areas are comprised of the applicant's property (72,105 square feet) and portions of County right-of-way (23,761 square feet) that serve as an internal loop road through the block. The composition of the proposed site area consists of the requested vacation of 23,761 square feet of right-of-way and 12,671 square feet of public easements that are located on the applicant's property. Regarding the presence of the internal loop road that is located on the subject block, the Rosslyn Station Area Plan Addendum states the following:

The mini-loop road, the system of reverse flow lanes around these two blocks could be eliminated. The space thus gained could be used partially for additional sidewalk width and to provide additional buildable area. The end result would be a more attractive streetscape with reduced emphasis on the automobile and better spatial relationships block to block. (p. 47-48)

These vacations will be heard by the County Board concurrent with the subject rezoning, PDSP and site plan applications. In conjunction with these vacations, an appraisal performed by a third party has been initiated to determine the fair market value of these lands. In order for staff to support the vacations of these areas, the applicant will need to agree to a compensation package for the transfer of these areas to the applicant. The fair market value of these areas and the agreed upon compensation will be presented when these items are heard by the Planning Commission.

Multimodal Transportation Plan Street Improvements: The Rosslyn Multimodal Transportation Study was initiated by the County for the purpose of studying the existing transportation network and systems that serve Rosslyn and make recommendations regarding improvements that can be implemented. This study began in 2011 and has been included as a component of the update to the Rosslyn Station Area Plan Addendum that is underway. Significant discussion at previous SPRC meetings for the Rosslyn Gateway project has revolved around the draft streetscape sections provided in this multimodal study. Specifically, concerns have been raised about the Rosslyn Gateway project’s conformance with these draft recommendations. As the Rosslyn Multimodal Transportation Study is not an adopted policy by the County Board, the applicant has been encouraged to design a streetscape network around the perimeter of this block that meets these draft recommendations while also increasing curb space management activities. Implementing these draft recommendations has impacted the siting of the proposed buildings, which has had a profound, and positive, impact on the proposal by resulting in buildings that have a better relationship to the adjacent sidewalks, streets and surrounding land uses. Though the street sections recommended in this multimodal study most likely will change as a result of the update to the Rosslyn Station Area Plan Addendum, the street sections provided by the Rosslyn Gateway project will be an improvement over what current policies would recommend for the streets and sidewalks surrounding this block.

For comparative purposes, the Master Transportation Plan (MTP) classifies Lee Highway, Fort Myer Drive and 19th Street North as “Type B—Primarily Urban Mixed Use” Arterial Streets, while North Moore Street is classified as an “Urban Center Local” Street. The MTP explains these types of streets as follows:

Street Type	Travel Lanes	Median Priority	Target Speed (mph)	Transit Service	Bicycle Facilities	Limit Driveway Access	Priority for Street Parking	Pedestrian Way
B-Primarily	2-4 & turning	None to low	25-30	Frequent	Bike lane or shared	Yes	High	6-12’ sidewalk

Urban Mixed Use Arterial					lane			plus 6 ft. landscape & furniture zone
Urban Center Local	2	Low	25	Limited or none	Shared lane	No	High	6-8' sidewalk; 4-6' landscape zone

The Rosslyn Multimodal Transportation Study recommends the following ultimate sections for the streets that surround the site:

Street	Street Width	Complete Section Width	Bike Facilities	Street Parking	Pedestrian Way
Lee Highway	48.5' 3 travel lanes	82.5'	Yes (south side only)	Yes (south side only)	18' sidewalk w/street trees
North Moore Street (bus option)	46' 4 lanes (2 travel/2 bus)	82'	No	No	18' sidewalk w/street trees
North Moore Street (festival street wo/parking)	25' 2 travel lanes	64'	No	No	20' sidewalk w/street trees
North Moore Street (festival street w/parking)	38' 2 travel lanes	74'	No	Yes	18' sidewalk w/street trees
19 th Street North	53' 4 travel lanes	88'	Yes	No	18' sidewalk w/street trees
Fort Myer Drive	64' 4 travel lanes	98'	Yes (west side only)	Yes	18' sidewalk w/street trees

The applicant proposes improvements to the streets surrounding the block as follows:

Street	Street Width	Complete Section Width	Bike Facilities	Street Parking	Pedestrian Way
Lee Highway	42' 3 travel lanes	94.5'	Yes (south side only)	No	18' sidewalk w/street trees
North Moore Street	46' 4 lanes (2 travel/2 bus)	82'	No	No	18' sidewalk w/street trees
19 th Street North	64' 4 travel lanes	97'2"	Yes (south side only)	Yes	18' sidewalk w/street trees
Fort Myer Drive w/parking	64' 4 travel lanes	97'2"	Yes (west side only)	Yes	18' sidewalk w/street trees
Fort Myer Drive wo/parking	51' 4 travel lanes	91'5"	Yes (west side only)	No	18' sidewalk w/street trees

The applicant's proposal complies with the draft recommendations of the Rosslyn Multimodal Transportation Study with the exception of the parking lane on the south side

of Lee Highway, the provision of on-street parking across the entirety of the site's Fort Myer Drive frontage, and the addition of on-street parking on the north side of 19th Street North. Staff met with representatives of the Virginia Department of Transportation and was informed that on-street parking on the south side of Lee Highway would not be permitted along this portion of the state controlled roadway. Along the site's western frontage of Fort Myer Drive, on-street parking will be provided along the majority of the east side of this street with the exception of the general area where the underground electrical vaults are proposed. Though the current draft version of the Rosslyn Multimodal Transportation Study does not recommend the provision of on-street parking on the north side of this street, the applicant proposes on-street parking here as it would help to activate this portion of the block and provide areas for additional curb space activities.

Streetscape Environment: Streetscape elements have been discussed in conjunction with the implementation of the streetscape sections recommended by the draft version of the Rosslyn Multimodal Transportation Study and are discussed above.

Issues: The SPRC's review of this project has focused on contextual relationships of this proposal to the Rosslyn community and ongoing studies, PDSP issues, site design and characteristics, transportation, and architecture. Specific issues discussed at these SPRC meetings are listed below with strikethrough text indicating that they have been addressed by the applicant. This SPRC meeting is scheduled as the final SPRC meeting and will provide a presentation by the applicant in response to the remaining design related issues discussed at the previous SPRC meeting.

Land Use & Zoning

- ~~Future residential building density~~
- ~~Retail uses~~

Site Design & Characteristics

- ~~Hotel/residential building lay by drop-off area~~
- ~~Streetscape elements~~
- ~~Building orientation towards Gateway Park~~
- ~~Building presentation to the north and Rosslyn~~
- ~~Plaza area in the southwest portion of site~~
- ~~Phasing~~
- ~~Streetscape improvements~~

Building Design & Architecture

- ~~Penthouse height~~
- ~~Building architecture~~
- ~~Office building location~~
- ~~Building massing~~
- ~~Building projections~~
- ~~Rooftop lighting treatments~~

Transportation

- ~~Elimination of counter flow lanes~~
- ~~Parking modifications~~
- ~~Garage parking operations~~
- ~~Rosslyn Multimodal Study street section conformance~~
- ~~On street parking~~

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