

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Thursday, June 28, 2012
TIME: 7:00 – 10:00 p.m.
PLACE: The Waterview Hotel
1121 19th Street, North
Rosslyn, Virginia 22209
the Vivace Conference Room, 4th Floor

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

Item 2. Rosslyn Plaza PDSP (SP #422) 7:00 pm – 10:00 pm
(RPC#s 16-039-010, -011, -012, -025, -032, -033, -034, -035, -036, & -037, and a portion of the Arlington Ridge Road right-of-way)
Planning Commission and County Board meetings to be determined.
Elizabeth Kays & Jason Beske (CPHD Staff)

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?lnsLinkID=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 2
Rosslyn Plaza PDSP (SP #422)

(RPC#s 16-039-010, -011, -012, -025, -032, -033, -034, -035, -036, & -037, and a portion of the Arlington Ridge Road right-of-way)

AGENDA: First Meeting—April 30, 2012

- 1) Informational Presentations
 - a) Background and Overview
 - i) Overview of the Phased Development Site Plan Proposal (Applicant)
 - ii) Review of the Phased Development Site Plan Proposal (Staff)

AGENDA: Second Meeting—June 11, 2012

- 2) Informational Presentations
 - a) Site Analysis and Policy Guidance (Staff)
 - b) Project Update (Applicant)
- 3) Discussion

AGENDA: Third Meeting—June 28, 2012

- 4) Site Tour
- 5) Informational Presentation
 - a) Guiding Principles
- 6) Discussion of Guiding Principles

Future Meetings—TBD

- 7) Site Design & Layout
 - a) Circulation and Pedestrian Routes
 - i) Review of street systems, existing and proposed cross sections and connectivity to adjacent sites
 - ii) General routes for vehicular and pedestrian traffic flow to and through the site
 - iii) Relationship of transit stops and routes existing and proposed
 - b) Open Space
 - i) Orientation and use of open spaces (external and internal)
 - ii) Relationship to scenic vistas, natural features and/or adjacent public spaces and uses
 - iii) Accessibility and visibility of proposed open space
 - c) Compatibility
 - i) Relationship and orientation of site and proposed buildings to public space and other buildings
 - ii) View vistas through the site
 - iii) Visibility of site from significant neighboring perspectives

- 8) Land Use & Zoning
 - a) Mix of Uses
 - i) Allocation of uses on the site, ratio and complement of uses
 - b) Building Form and Massing
 - i) Distribution of density and height
 - ii) Building setbacks, placement, relationship to streets and open space
 - c) Ground plane components
 - d) Retail
- 9) Transportation
 - a) Parking
 - i) Amount, location, form
 - ii) Numbers ratio, visitor (and potential public) parking, delivery drop offs, parking management plan and TDM Plan
 - b) Streetscape and Landscape
- 10) Phasing
 - a) Transitioning between phases
 - b) Relationship of proposed phasing to fulfilling the overall PDSP
 - c) Associated Community Benefits and timing
- 11) Other
 - a) Sustainability

Site Location: 6.49-acre (282,801square feet) site is located in the Rosslyn Station Area bounded on the north by 19th Street North, on the east by Arlington Ridge Road, on the south by Wilson Boulevard and on the west by N. Kent Street.

Applicant Information:

Applicant

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BACKGROUND: The applicant, Vornado/Charles E. Smith and Gould Property Company requests a Phased Development Site Plan (PDSP) to allow for the coordinated redevelopment of the Rosslyn Plaza site identified today as SP #26 and SP #137. The PDSP would replace the existing mixed-use office and residential development with a mix of office, residential and hotel uses with ground floor retail and a retail pavilion, a series of open spaces and plazas, and a 500-seat theater. In order to facilitate the redevelopment of the site under the proposed PDSP, the applicant further requests to rezone the sites from “C-O” and “S-3A” to “C-O-Rosslyn” and to vacate a portion of Arlington Ridge Road. There is no final site plan proposed at this time with the PDSP. The proposed PDSP would prescribe the overall massing, heights, densities, and form guidance for future site plans.

The following provides additional information about the site and location:

Site: The 6.49-acre (282,801 square feet) site is bounded on the north by 19th Street North, on the east by Arlington Ridge Road, on the south by Wilson Boulevard and on the west by North Kent Street. The site is surrounded by the following land uses:

To the north: 19th Street North and the Potomac Tower Office (SP #241). The property is designated High Office-Apartment-Hotel on the General Land Use Plan (GLUP) and is zoned “C-O-Rosslyn”.

To the east: Arlington Ridge Road and VDOT right-of-way, including I-66.

To the south: Wilson Boulevard and the Arland Towers (SP #125). 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.

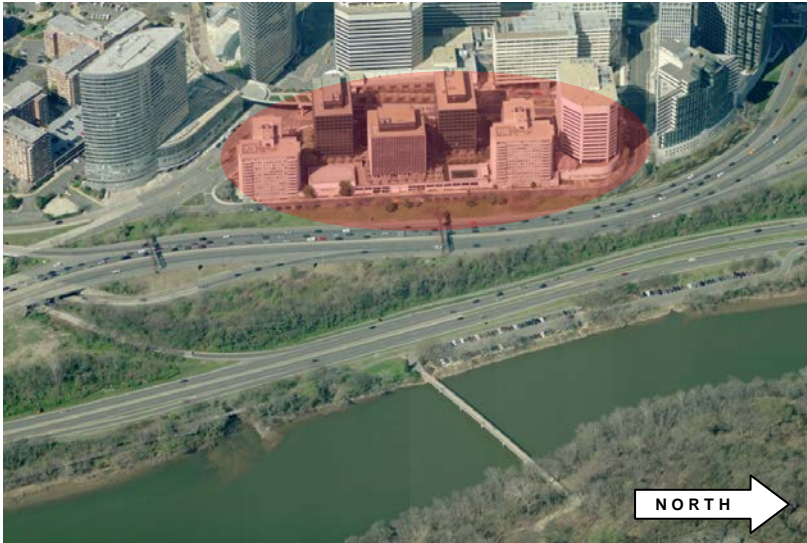
To the west: North Kent Street; Pomponio Plaza East (SP #70) and the Gannett Foundation building (SP #89). The properties are designated “High” Office-Apartment-Hotel and “Rosslyn Coordinated Redevelopment District” on the GLUP and zoned “C-O” Commercial Office Building, Hotel and Multiple-Family Dwelling Districts.

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



Existing Development: The site is currently developed under two site plans as a multi-building, mixed-use project. Specifically, Site Plan #26, Rosslyn Plaza is comprised of 439,124 square feet of office, the 9,440 square foot Spectrum Theater and 196 residential units. Site Plan #137, Rosslyn Plaza North is comprised of 280,094 square feet of office use. The site’s total parking includes 1,094 spaces and 28 surface parking spaces. Following is a summary of the existing development by building.

SP #	Building	Use	Height (ft)	GFA (sq ft)	Units	Parking (Sp)
26	Building A (London)	Residential	75.2	149,864	98	102
26	Building B (Spectrum Theater)	Theater	91.0	9,440	-	-
26	Building C	Office	208.2	142,544	-	-
26	Building D	Office	197.9	147,541	-	611
26	Building E	Office	207.8	149,039	-	-
26	Building F (Normandy House)	Residential	188.2	147,529	98	129
137	Building G (North Building)	Office	238.0	280,094		252
TOTALS				1,026,051	196	1,094

Development Potential: The following table provides the site’s development potential under the existing zoning at “C-O” and the site’s development potential under the proposed zoning district, “C-O-Rosslyn”.

Site Area ¹ 253,166 sq ft	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
<u>Existing Zoning</u>		
“C-O” By-Right	One-Family Dwellings: 6,000 sq ft per lot	42 one-family dwelling lots

¹ Total site plan site area is 282,801 square feet. This includes 29,635 square feet of right of way to be acquired of VDOT right of way and subsequent transfer of New Arlington Ridge Road to the County. This increase in area is not counted for density purposes resulting in a net site area for density of 253,166 square feet.

	Office Use: .6 FAR	151,899 sq ft office
"C-O" Site Plan	Office, Commercial and Hotel: 3.8 FAR	962,030 sq ft office, commercial hotel
	Multiple-Family Dwellings: 4.8 FAR	1,215,196 sq ft multifamily
Proposed Zoning		
"C-O-Rosslyn" By-Right	One-Family Dwellings: 6,000 sq ft per lot	42 one-family dwelling lots
	Office Use: .6 FAR	151,899 sq ft office
"C-O-Rosslyn" Site Plan	Office, Retail, Service Commercial, Hotels and Multiple-Family: 10.0 FAR	2,531,660 sq ft office, retail service commercial, hotel and multifamily

Proposed Development: The Rosslyn Plaza PDSP proposes to redevelop the site with the following mix of uses and a total density of 10.0 FAR (2,531,660 sq ft of GFA):

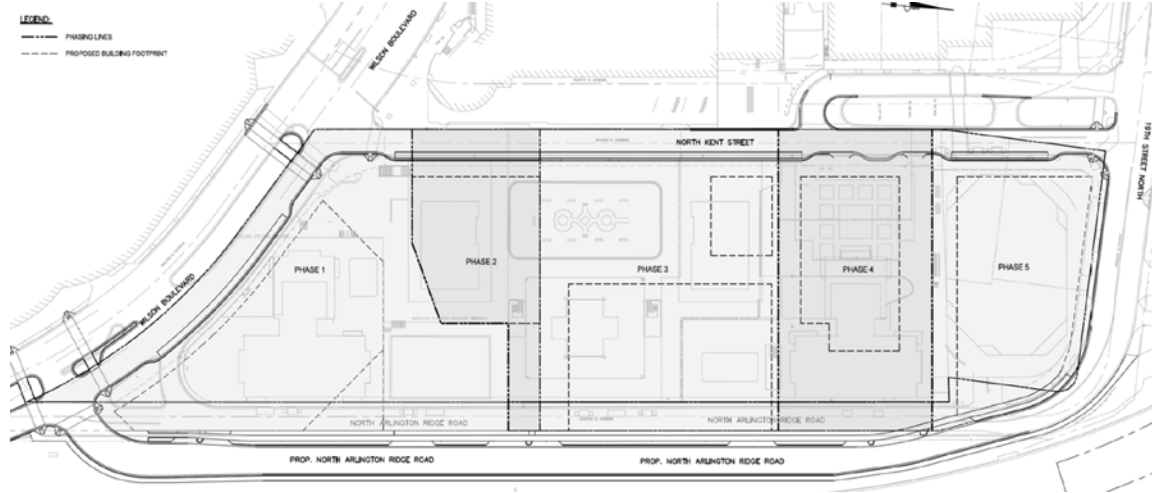
Office	1,868,529 sq ft
Commercial/Retail	45,465 sq ft
Residential	309,611 sq ft (300-350 Units)
Hotel	308,055 sq ft (300-500 Rooms)

Overall site redevelopment includes three (3) office buildings, a 500-seat theater, a retail pavilion, a hotel/residential building and an additional residential building framed by a series of open spaces and a pedestrian promenade through the site. The PDSP is proposed to be implemented in five (5) phases. The table below provides the overall densities for each phase by use with a phase by phase description following.

Density: Buildings & Use	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Office	1,224,112	1,076,571	1,548,189	1,548,189	1,868,529
Retail	2,562	10,616	29,959	37,154	45,465
Residential	147,529	457,140	457,140	309,611	309,611
Hotel	0	0	0	308,055	308,055
TOTAL	1,374,203	1,544,327	2,035,288	2,203,009	2,531,660

Phase 1: (See image below for proposed phasing sequence) It is proposed that the existing Building A, the London residential building (149,864 sq ft, 100 units), Building B, the Spectrum Theater (9,440 sq ft), Building C office (142,544 sq ft) and 257 parking spaces would be demolished in Phase I of the PDSP. Redevelopment on the southern portion of the site would include the addition of a 293-foot tall, 647,438 square foot office building, 2,562 square feet of retail, 581 parking spaces, and 32,016 square feet of open space. All other existing office and residential development would remain during this Phase. It is further proposed that the 500-seat theater would be constructed as part of this phase.

Density: Buildings & Use	New Construction	Existing (Remaining)	TOTAL
Office	647,438	576,674	1,224,112
Retail	2,562	0	2,562
Residential	0	147,529	147,529
Hotel	0	0	0
	650,000	724,203	1,374,203



Rosslyn Plaza PDSP Proposed Phasing Plan

Phase 2: Under Phase 2 of the proposed PDSP, Building D office (147,541 sq ft) and approximately 110 parking spaces would be demolished and replaced with a 309,611 square feet, 300-foot tall, residential building including 8,054 square feet of retail, up to 291 parking spaces, and the addition of 5,827 square feet of open space.

Density: Buildings & Use	New Construction	Existing/ Remaining	TOTAL
Office	0	1,076,571	1,076,571
Retail	8,054	2562	10,616
Residential	309,611	147,529	457,140
Hotel	0	0	0
	317,665	1,226,662	1,544,327

Phase 3: In this phase of the PDSP, Building E office (149,039 sq ft) and approximately 305 parking spaces would be demolished and replaced with a 300-foot tall, 620,657 square foot office building with ground floor retail and a three-story retail pavilion totaling approximately 19,343 square feet of retail for this phase. Approximately 31,687 square feet of open space would also be added in this Phase.

Density: Buildings & Use	New Construction	Existing/ Remaining	TOTAL
Office	620,657	927,532	1,548,189
Retail	19,343	10616	29,959
Residential	0	457,140	457,140
Hotel	0	0	0
TOTAL	640,000	1,395,288	2,035,288

Phase 4: Phase 4 of the PDSP proposes the demolition of the Normandy Residential Building F (147,529 sq ft and 96 units) and approximately 198 parking spaces. On this area of the site, a

300-foot tall, 308,055 square foot hotel/residential building would be constructed with 7,195 square feet of ground floor retail and a total of 26,141 square feet of open space.

Density: Buildings & Use	New Construction	Existing/ Remaining	TOTAL
Office	0	1,548,189	1,548,189
Retail	7,195	29959	37,154
Residential	0	309,611	309,611
Hotel	308,055	0	308,055
	315,250	1,887,759	2,203,009

Phase 5: During the final phase of the PDSP, the remaining Rosslyn Plaza North office building (280,094 sq ft) would be demolished and the northern portion of the site redeveloped with approximately 600,434 square foot office building, 300-foot tall including approximately 8,311 square feet of ground floor retail. The addition of 13,360 square feet of office space is also proposed in this phase.

Density: Buildings & Use	New Construction	Existing/ Remaining	TOTAL
Office	600,434	1,268,095	1,868,529
Retail	8,311	37154	45,465
Residential	0	309,611	309,611
Hotel	0	308055	308,055
	608,745	1,922,915	2,531,660

Building Heights: Under the PDSP the following buildings heights are proposed:

Building	Phase	Height (Feet)	Stories
Office 1	Phase 1	293	23
Residential	Phase 2	300	25
Office 2	Phase 3	300	26
Retail Pavilion	Phase 3	63	3
Hotel/Residential	Phase 4	300	28
Office 3	Phase 5	300	28

The maximum permitted building height under the proposed “C-O-Rosslyn” zoning district is 300 feet. The applicant proposes not to exceed this height with the PDSP.

Open Space: Following is a summary of the proposed amount of open space by phase of the PDSP.

Open Space (Sq Ft)	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	TOTAL
	32,016	5,827	31,687	26,141	13,360	109,031

Parking: Upon final build out of the PDSP, the total proposed number of spaces by use and the ratios is as follows:

Use	Spaces	Ratio (Sp/SF of GFA or Unit)
Office	1,558	1,199
Retail	38	1,196
Residential	291	0.83
Hotel	250	0.50
² Theater	38	(Same as Retail)
TOTAL	2,175	

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 the land along with the applicant’s land to the “C-O-Rosslyn” zoning district. The area of the vacated right-of-way would not be counted as site area for density purposes. The proposed Phased Development Site Plan (PDSP) seeks approval of the maximum density (10.0 FAR) permitted by the “C-O-Rosslyn” zoning district. The proposed uses include office, commercial/retail residential and hotel, consistent with the site’s proposed rezoning and GLUP designation. The overall use max is proposed at approximately 76% office/commercial to approximately 24% residential/hotel.

Site and Design: The subject site is in a high-profile location and partially represents the face of Rosslyn and Arlington from the east in Washington, DC, the National Mall, and the Potomac River. In addition, as the eastern-most anchor of Rosslyn and the “C-O Rosslyn” zoning district. The site includes a relatively large change in topography from east to west (approximately 20 feet or more).

The entire site is bound by North Kent Street to the west. The applicant proposes to transform North Kent Street into a two-way street that would create additional flexibility with vehicular circulation. The applicant has specified that the street may also serve as a “festival street” with a close connection to “The Square” at the center of the site.

The Rosslyn Plaza PDSP proposes a series of office and residential / hotel towers, and a retail building that are connected to a sequence of open spaces throughout the site. The southern portion of the site, which is bounded by Wilson Boulevard, is proposed to include an office tower, amphitheater to compliment a new theater within the office tower, and an open space / plaza labeled “The Corner”. The Wilson Boulevard entrance into Rosslyn adjacent to the site serves as a gateway to Arlington.

The interior portion of the site includes one (1) office tower, one (1) residential tower, one (1) hotel / residential tower, a three-story retail building, and open spaces designated on the applicant’s proposal as “The Square”, “The Allee”, and the “The Gardens”. “The Promenade”, which is designed to provide a pedestrian connection from the Mount Vernon trail to the east and Central Place and Metro station to the west, traverses the site from east to west. According to the

² The applicant is seeking an exemption from density calculations for the total GFA for the theater and the exact size of the theater has not been determined at this point.

applicant, “The Square” is proposed to be the primary open space and is designed to provide multi-functional use with a series of programmed activities that could take place throughout the year. The northern portion of the site is bound by 19th Street North to the north and includes one (1) office building. All services and parking garage entry into the site is proposed on the eastern portion of the site off of Arlington Ridge Road.

Although the architecture of the buildings will not be determined at this time, the applicant has provided a number of precedent examples that help to establish a vision for the site. The examples address potential style and materiality, building tops, and the relationship of the buildings to the ground. The applicant has specified that exceptional and differentiated architecture will be used to positively contribute to Arlington and Rosslyn’s skyline.

Transportation: The Rosslyn Plaza phased development site plan (PDSP) site is comprised of the superblock bounded by North Kent Street, 19th Street North, Arlington Ridge Road, and Wilson Boulevard. The site has frontage on all blockfaces. The *Master Transportation Plan* (MTP) classifies Wilson Boulevard, North Kent Street, and 19th Street North adjacent to the site as Type B – primarily urban mixed-use arterial. Arlington Ridge Road is not identified with a typology, which indicates its use type is either non-arterial, urban center local, or neighborhood. The MTP identifies the project area as an “area planned for new streets”, to provide greater connectivity and further granularity to the urban fabric. In the Rosslyn Multimodal Transportation Study (final draft), 18th Street North is the location identified for a new street. The applicant is proposing no new streets with the project, and proposes to retain the 850’ length of the block from 19th Street to Wilson Boulevard.

Trip Generation: Wells and Associates, Inc prepared a traffic impact analysis (TIA) dated October 28, 2011, assuming a development plan for the site including 1,845,000 square feet of office, a 550-seat theater, 350 residential units, 500 hotel units, and 43,200 square feet of ground-floor commercial/retail. The project is estimated to generate 1,538 a.m. and 1,896 p.m. peak hour vehicle trips at full build-out, which is assumed to be 2021. Relative to the existing vehicle trips at the site, the project is estimated to produce 1,273 new a.m. peak trips and 1,624 new p.m. peak trips.

A total of 13,324 daily trips are anticipated to be generated from the site in 2021.

The TIA analyzed 13 signalized and 17 unsignalized intersections along Lee Highway, Wilson Boulevard, and 19th Street North within the vicinity of the site. All site driveways and curb cuts were also analyzed. Each of the 13 signalized intersections and 16 of the 17 unsignalized intersections currently operate at acceptable levels of service. Without the proposed development, in 2021, the intersection levels of service for the signalized intersections of Wilson Boulevard and North Oak Street, and Wilson Boulevard and North Lynn Street, are projected to operate at unacceptable levels of service. The TIA shows that the increase in traffic at the studied intersections would add delay when compared to the 2021 no-build scenario, with six of thirteen signalized intersections operating at unacceptable levels of service.

Streets and Sidewalks: The applicant’s proposed streetscape sections essentially conform to the [Rosslyn–Ballston Corridor Streetscape Standards](#) (as revised, 2007). The standards call for a Type B sidewalk section (minimum 13-foot sidewalk, with minimum 4’ planting strip, or minimum 5’ x 8’ tree pits) along all streets adjacent to the project site.

The table below provides a summary of the existing and proposed street cross-sections associated with the project:

North Kent Street			
<i>Existing Street</i>	<i>Proposed Street</i>	<i>Existing Sidewalk</i>	<i>Proposed Sidewalk</i>
One-way northbound. Southern portion of site: one 24' travel lane, no parking. North of Freedom Park entry ramp: two 10' travel lanes, 8' parking lane (east side only). 35' center median separates Kent Street from short loop road.	Two-way street. 31.5' right-of-way, with two 11' travel lanes (one in each direction); 8' parking lane (east side only).	3-4' sidewalks in the southern portion of the site. North of the Freedom Park entry ramp: 14' sidewalk with 4' tree pits (10' clear).	16'-8" sidewalk on east side (11' clear). No change to west side.

Wilson Boulevard			
<i>Existing Street</i>	<i>Proposed Street</i>	<i>Existing Sidewalk</i>	<i>Proposed Sidewalk</i>
Westbound: two 13.25' lanes), 8' parking lane. Eastbound: two 12' lanes, 8' parking lane. 22.5' center median.	Westbound: two 11' travel lanes, and one 8' parking lane. Eastbound: no change.	South: 4'5' sidewalk, and 11' asphalt strip. North: 12' sidewalk, with 4' tree pits.	South: 16'-8" sidewalk (11' clear, with tree pit). North: no change.

19th Street North			
<i>Existing Street</i>	<i>Proposed Street</i>	<i>Existing Sidewalk</i>	<i>Proposed Sidewalk</i>
Two-direction (eastbound lane 15', westbound lane 15'), two parking lanes (8' each side).	No changes proposed.	South side: 14' (10' clear, with 4' tree pit); north side: variable width from 12-21' (8-17' clear, with 4' tree pit).	16'-8" sidewalk (11' clear) on the south side. No changes to north sidewalk.

Arlington Ridge Road			
<i>Existing Street</i>	<i>Proposed Street</i>	<i>Existing Sidewalk</i>	<i>Proposed Sidewalk</i>
29.5' right-of-way, including 2 travel lanes (10.5' in each direction), one parking lane (7', east side only).	Street will shift approximately 35' to the east: one 11' travel lane southbound, one 10' travel lane northbound, one 8' parking lane (east side).	4.5' sidewalk (west side only). No sidewalk on east side.	6'-7' sidewalk plus 3-4' tree pit (west side). 5' sidewalk (east side).

The applicant is proposing to reconfigure North Kent Street to be a two-way street throughout the site. This is consistent with the *Master Transportation Plan*, and will improve access to and through the site. The applicant is also proposing significantly wider sidewalks (11' clear) on the east side.

The applicant is proposing to reduce the width of the westbound travel lanes on Wilson Boulevard, and to widen sidewalks. 19th St North would receive increased sidewalk width (from 10' clear to 11' clear), and no changes to the travel or parking lanes.

The applicant proposes the vacation of the existing alignment of Arlington Ridge Road, and has received approval from VDOT to acquire property adjacent to the current alignment of Virginia Route 110 in the project vicinity. As part of the first phase of the overall development, Arlington Ridge Road would be realigned and relocated approximately 40' to the east. The acquisition and vacation will increase the site size by .67 acre. While there would be slight changes to the width of lanes, the amount of on-street parking, and the provision of sidewalks along Arlington Ridge Road, the applicant envisions that its use would not change from the present, which is that of a service road. The applicant proposes a new traffic signal at the intersection of Wilson Boulevard and Arlington Ridge Road, as well as a change in the alignment of this intersection. The current alignment provides a slip lane for southbound traffic on Arlington Ridge Road to merge into westbound Wilson Boulevard. The revised angle of intersection would be closer to 90°.

Accessible ramps and crosswalks would be provided at each leg of the intersection.

Under the PDSP, Arlington Ridge Road will remain a two-lane road. However, the sidewalks would be improved. The existing 4.5' sidewalk on the west side would be widened to a width varying from 6' to 7', with tree pits (3' to 4'). The east side, which currently has no sidewalk, would receive a 5' sidewalk.

The applicant is proposing a pedestrian passage through the site, conforming approximately to the alignment of a potential 18th Street North. This passageway would connect to a bridge envisioned by the applicant to cross over I-66 and the George Washington Memorial Parkway to access the Mount Vernon Trail.

Loading, Service and Parking: The applicant proposes 2,033 to 2,216 parking spaces for the PDSP. The parking ratio of the office/theater/retail uses is proposed to be 1 space per 1,200 square feet of gross floor area. Parking for the hotel would be provided at a ratio of 0.5 spaces per hotel unit, and parking for the residential uses would be provided at a ratio of 0.83 spaces per residential unit. The applicant anticipates that parking for all uses may include shared, managed, mechanical, and/or tandem parking spaces.

Parking and loading access for all uses would be from the west side of Arlington Ridge Road between Wilson Boulevard and 19th Street North. There are five curb cuts proposed along this road segment.

Transit: The project area is located in Rosslyn. The Rosslyn Metrorail station is served by the blue and orange lines, and beginning in 2013, will also be served by the silver line to downtown Washington and Reston. The project site is located 950 feet from the station entrance on North Moore Street. New high-speed elevators, currently under construction, will put the site even closer to the station, 870 feet.

The 1800 block of North Moore Street serves effectively as Rosslyn's transit center, with the following Metro bus routes converging here:

3A, 3B, 3C
4A, 4B, 4E, 4H
5A
15K, 15L
38B

Weekday Metro bus service operates from approximately 5:40 am until approximately 1:00 am.

Arlington County ART bus service also operates in this location. Routes 45 and 61 make stops at the Metro station on North Moore Street between Wilson Boulevard and 19th Street North. ART buses operate from approximately 6:40 am until 7:00 pm, weekdays only.

A block north of the Metro station entrance, across 19th Street North, there is a bus stop for the DC Circulator and the Georgetown University Transportation Shuttle (GUTS). From Rosslyn, one Circulator route serves Georgetown (M Street), Foggy Bottom, and Dupont Circle, and operates between 7 am and midnight Sundays through Thursdays, and 7 am to 2 am Fridays and Saturdays. GUTS operates a shuttle between the Georgetown University campus and Rosslyn, serving Georgetown faculty, staff and students and visitors, and operates weekdays from 4:45 am to 11:45 pm, and Saturdays from 11:30 am until 5:30 pm. GUTS also operates a North Arlington shuttle, which makes stops on Key Boulevard, at Ode and Quinn Streets.

OmniRide serves commuters from Loudoun County, and operates four routes serving Rosslyn. There are four peak-hour weekday trips in each direction, stopping at Wilson Boulevard and North Kent Street.

Long distance buses pick up and drop off passengers on North Lynn Street, at the intersection of 19th Street North. Vamoose and Tripper offer non-stop service to New York City, and each service makes five to ten trips a day from this location.

Bicycling: A block from the site, North Lynn Street has a demarcated bicycle lane in the northbound direction, and is a primary route for bicyclists accessing the Key Bridge and Georgetown. In the reverse direction, Fort Myer Drive is designated as an on-street bicycle route in the southbound direction. Wilson Boulevard, Clarendon Boulevard, Nash Street, and Key Boulevard complete the network of on-street bicycle lanes and routes in Rosslyn.

One of the most significant bicycle facilities within Arlington County lies east of the site, alongside the George Washington Memorial Parkway. The Mount Vernon Trail is used by over 3,000 cyclists on an average day, and provides a trail exit and connection to Rosslyn at Lee Highway near North Lynn Street. The Mount Vernon Trail becomes the Custis Trail just west of this point, continuing throughout the central part of Arlington.

Capital Bikeshare has recently expanded in Rosslyn, and there are now five Bikeshare stations in Rosslyn. The stations nearest the site are at North Lynn Street and 19th Street North, and Wilson Boulevard and Fort Myer Drive. Additional Bikeshare stations are located at North Pierce Street and Clarendon Boulevard, Key Boulevard and North Quinn Street, and North Rhodes Street and 16th Street North.

The project envisions a pedestrian and bicycle connection to the Mount Vernon Trail, via a bridge over Route 110, Interstate 66, and the George Washington Memorial Parkway. Its feasibility has not been determined and will be discussed during the review of the PDSP.

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, Fitness, Mechanical and Vertical Shafts, and a theater.

Approved Policies and Plans: Section 25B of the Zoning Ordinance, the Rosslyn Station Area Plan Addendum, the Master Transportation Plan, and the Retail Action Plan set forth guidance for the redevelopment of the subject site. Recommendations from the draft Rosslyn Multimodal Transportation Study are also included below.

[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. Generally, the plan seeks to rebuild an urban Rosslyn where buildings, streets, and public spaces relate well to one another. In order to achieve this vision, the document identifies objectives for the entire Rosslyn area (page 1):

- 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 multi-modal approach;
- Expand and enhance Rosslyn’s hotel resources; and
- Develop an office inventory which is both more cosmopolitan and more competitive in the marketplace.

In addition to the objectives outlined above, the 1992 Addendum also identifies specific deficiencies and issues in Rosslyn which should be addressed. These include blank walls, poor relationships between adjacent buildings, public plazas which are grade separated and difficult to access, lack of articulation of retail areas, and limited opportunities for on-street parking. While there is no specific site guidance for the Rosslyn Plaza site in the 1992 Addendum, some parameters for physical changes necessary to achieve the objectives above are shown on various concept and illustrative plans and figures throughout:

- The Concept Plan, page 9
 - At the site’s eastern boundary of Arlington Ridge Road, visual and physical access to the river adjacent to Rosslyn should be enhanced including providing view

corridors and vistas in new development along the river and upgrading signs and pathways at the existing access to Roosevelt Island; construction of an esplanade along the river.

- An east-west skywalk axis is shown leading to/from the site and Central Place from the western boundary of the Rosslyn Plaza site. The plan provides for such axes to be supplemental to the sidewalks for the purpose of connecting the outlying areas or those with difficult access to Central Place.
- At the intersection of Wilson Boulevard and Route 110, a major entry is shown at the site's southern boundary. It provides that the entries into Rosslyn and in and out of the County should be enhanced with special signs, landscaping and other techniques.
- Transportation, pages 24-25
 - Shows the site's western boundary, North Kent Street, as part of a one-way street system.
 - Shows a bike path along the site's eastern boundary of Arlington Ridge Road/I-66.
- Streetscape Design Guidelines, pages 30
 - Indicates 16 foot-wide sidewalk for the site's northern boundary, 19th Street North
 - Indicates a 14-footwide sidewalk for the site's western boundary, North Kent Street.
- Skywalks, pages 32-33
 - Provides a principal axis east-west mid-block through the site with a major entry point at its terminus on North Arlington Ridge Drive.
- The Esplanade, pages 58-61
 - Recommended that an esplanade starting at grade at Lynn Street extending along the I-66 right-of-way to Arlington Ridge Road and eventually terminating at a new plaza located at the intersection of North Kent Street and Wilson Boulevard be provided.
 - The majority of the esplanade at grade of the plaza level of the Rosslyn Plaza development.
 - Esplanade would provide for a considerable portion of Rosslyn's riverfront to be opened to public and it would create the opportunity for restaurants and entertainment facilities and more effectively develop the eastern edge of Rosslyn to the core area.
 - Esplanade design would need to be compatible with the architecture of Rosslyn Plaza, address impact of construction on the Normandy House at Rosslyn Plaza
 - Incorporate overlook seating and other pedestrian amenities located along North Arlington Ridge Road at the site's eastern boundary.
- Entries/Gateways, pages 56-57
 - The intersection just east of the I-66 at Wilson Boulevard and Arlington Ridge Road is characterized as a primary entry and gateway for Rosslyn. The addendum recommends the uninviting environment be improved with streetscape elements, planting and other devices.

[Rosslyn Sector Plan Update \(Ongoing\)](#): Arlington County will soon be initiating a planning process to develop an update to the 1992 Rosslyn Sector Plan Addendum. The Update 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 Update 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. Therefore, this study will not involve a comprehensive overhaul of the entire 1992 Addendum. Ultimately the process will culminate with a Rosslyn Sector Plan Update document that provides refreshed 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;

While the public process for the Rosslyn Sector Plan Update has not yet begun, 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 Update 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 County is currently in the process of evaluating proposals in response to a RFP for consultant services to support the effort. The public process for the project will kick-off once a consultant is selected and under contract.

[Rosslyn Multimodal Transportation Study \(Final Draft, December 2011\)](#): 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 is intended to be included as a component of the update to the Rosslyn Station Area Plan Addendum that is underway. Although the Rosslyn Multimodal Transportation Study is not an adopted policy by the County Board, the final draft (December 2011) has had extensive public review and has been utilized as guidance in reviewing projects under review in Rosslyn, such as the Rosslyn Gateway PDSP. Specifically, the draft Multimodal Transportation provides particular guidance for increasing street access to and through the subject site. The draft recommendations include:

- An extension of 18th from North Lynn Street to North Arlington Ridge Road;
- An at-grade replacement for 17th Street east of Fort Myer Drive;
- The conversion of North Kent Street to two-way traffic;
- The potential to utilize North Kent Street as a festival street and a connector for a proposed walking route through Rosslyn; and
- A new pedestrian/bicycle bridge over I-66 and the George Washington Memorial Parkway to link central Rosslyn to the Mount Vernon Trail and the waterfront.

[Master Transportation Plan \(MTP\)](#): In addition to the specific guidance for Wilson Boulevard, Kent Street, 19th Street and Arlington Ridge Road and identification of this area as planned for new streets, there are several general MTP policies which guide review of the PDSP. These include:

[Streets Element \(2011\)](#):

- Policy 2—Maintain and enhance a grid-style street network. Facilitate desired creation, realignment or relocation of existing streets as appropriate, including through vacation of existing and acquisition of new street right-of-way. Enhance the continuity of the existing street network by constructing new streets with redevelopment of large blocks and avoiding permanent closures or other reductions in street connectivity (page 5).
- Policy 12—Design and operate Arlington’s streets to be vibrant public spaces through incorporation of human-scale structures and street furnishings, attractive landscaping, and active streetfront uses. Allow streets to be important public spaces that may be periodically closed to traffic to permit farmers’ markets, festivals, and other civic events (page 16).

[Bicycle Element \(2008\)](#):

- Policy 1—Complete the Bikeway Network with a focus on overcoming barriers. Examples of barriers include...the George Washington Memorial Parkway. Improve connectivity between trails and other major bikeway corridors... (page 4).

[Retail Action Plan \(2001\)](#): The 2001 Retail Action Plan recommends that Kent Street would be appropriate as a shopping street principally providing personal and business services. Entertainment and Main Street retailing in enhanced pedestrian environments with upgraded streetscapes is recommended for the Wilson Boulevard frontage and the western corner of 19th Street. Staff is currently working on an update of the Retail Action Plan.

Guiding Principles

At the June 11, 2012 SPRC meeting, SPRC members requested that staff and the applicant coordinate to develop guiding principles for the site. Though the site did not go through a long range planning process, SPRC members recommended that principles be established to assist in evaluating the PDSP application. A preliminary draft for discussion at the June 28, 2012 SPRC meeting is included in the materials available for the meeting on the [SPRC website](#).

Issues: Prior to the June 11, 2012 SPRC meeting, staff identified the following preliminary issues based on analysis of existing County policy guidance. This list will be updated once the guiding principles have been established through the SPRC process.

- 1) Transportation
 - a) The proposal should reconnect the site to Rosslyn by enhancing the street grid and constructing new streets.
 - b) The proposal should improve multimodal (vehicular, pedestrian, bicycle) circulation to and through the site with multiple access points.
 - c) Loading and parking garage access should be distributed on multiple frontages.
 - d) The site should have multiple points of emergency access from public streets.
 - e) Streets should be used to provide and connect public open space.
 - f) The proposal should increase opportunities for on-street public parking.

- g) The proposal should include new pedestrian/bicycle access to the Mount Vernon Trail and Potomac River from 19th Street.
- 2) Open Space
 - a) Open spaces should be connected, visible from the street, and established as permanent public access.
 - b) The development should provide key view corridors from central Rosslyn to the waterfront.
 - 3) Urban Design/Location of Uses On Site
 - a) Building placement and design should create active streetscapes by minimizing blank walls, wrapping parking, and dispersing garage and loading access.
 - b) Retail should be concentrated in highly visible locations on the street, primarily along Kent Street and wrapping the corners of 19th Street and Wilson Boulevard.
 - c) The proposal should use creative solutions for topography.
 - d) Buildings should be designed with varied heights and massing.
 - 4) Phasing
 - a) The phasing plan should be developed so as to support the success of retail and public spaces in the interim.

At the June 11, 2012 SPRC meeting, staff provided a presentation of existing conditions, policy guidance, and various options for applying the guidance to the site.

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