

**SITE PLAN REVIEW COMMITTEE  
MEETING AGENDA**

**DATE:** Thursday December 11, 2014  
**TIME:** 7:00 – 8:30 p.m.  
**PLACE:** Courthouse Plaza  
2100 Clarendon Boulevard  
Conference Room 311, Third Floor  
Arlington, VA 22201

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

- Item 1. Rosslyn Plaza PDSP (SP #422)** **7:00 pm – 8:30 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 (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, 10<sup>th</sup> 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://commissions.arlingtonva.us/planning-commission/>

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://projects.arlingtonva.us/private-development/>

To view the current Site Plan Review Committee schedule, go to the web site  
<http://commissions.arlingtonva.us/planning-commission/sprc/>

**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**

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

**AGENDA: Third Meeting—June 28, 2012**

- 1) Site Tour
- 2) Informational Presentation
  - a) Guiding Principles
- 3) Discussion of Guiding Principles

**AGENDA: Fourth Meeting – July 17, 2012**

- 1) Continued Discussion of Guiding Principles
  - a) Remaining principles – Open Space, Density and Height, Other Elements of Good Design, and Phasing
  - b) Changes to document based on June 28, 2012 meeting

**AGENDA: Fifth Meeting – September 10, 2012**

- 1) Staff presentation – Update on discussions with applicant
- 2) Discussion of Guiding Principles
  - a) Alternative Principles (see boxed items in Guiding Principles document)
  - b) Principles identified for further discussion (see appendix in Guiding Principles document)
  - c) Additional comments on all principles

**AGENDA: Sixth Meeting – September 24, 2012**

- 1) Continued Discussion of Guiding Principles
  - a) Principles identified for further discussion (see attachment “Comments received on 8/28/12 draft document”)
  - b) Additional comments on all principles

**AGENDA: Seventh Meeting – November 15, 2012**

- 1) Introduction – Updated Guiding Principles
- 2) Informational Presentations
  - a) Overview of Revised PDSP (Applicant)
  - b) Review of Revised PDSP and Guiding Principles Analysis (Staff)
- 3) SPRC Discussion

**AGENDA: Eighth Meeting – February 28, 2013**

- 1) Informational Presentation
  - a) Update on discussions with applicant (Staff)
  - b) Overview of revisions to PDSP (Applicant)
- 2) SPRC Discussion

**AGENDA: Ninth Meeting – March 25, 2013**

- 1) Informational Presentation
  - a) Circulation and block structure presentation (Applicant)
  - b) Circulation and block structure presentation (Staff)
- 2) SPRC Discussion

**AGENDA: Tenth Meeting – May 1, 2013**

- 1) Informational Presentation
  - a) Existing Use Mix data and Guiding Principles (Staff)
  - b) Proposed Use Mix on the site (Applicant)
- 2) SPRC Discussion

**AGENDA: Eleventh Meeting – May 16, 2013**

- 1) Informational Presentation
  - a) Open Space & Ground Floor Character (Applicant)
  - b) Open Space Precedents and Guiding Principles (Staff)
- 2) SPRC Discussion

**AGENDA: Twelfth Meeting – June 10, 2013**

- 1) Informational Presentation
  - a) Guiding Principles and Rosslyn Heights Context (Staff)
  - b) Heights & Massing (Applicant)
- 2) SPRC Discussion

**AGENDA: Thirteenth Meeting – July 15, 2013**

- 1) Informational Presentation
  - a) Phasing Plan (Applicant)
- 2) SPRC Discussion

**AGENDA: Fourteenth Meeting – December 11, 2014**

- 1) Staff presentation
  - a) Review of SPRC process and progress to date
  - b) Realize Rosslyn Context — Implications for Rosslyn Plaza review's outstanding issues
    - i) Adopted framework
    - ii) Subcommittee discussions
  - c) Public Open Space
- 2) Applicant presentation
  - a) Revised plan
  - b) Public Open Space
- 3) SPRC discussion
  - a) Confirmation of outstanding issues
  - b) Open spaces/ground floor uses
- 4) Wrap-up and next steps

**Site Location:** 6.49-acre (282,801square feet) site is located in the Rosslyn Station Area bounded on the north by 19<sup>th</sup> 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 and residential uses with ground floor retail and a retail pavilion and a series of open spaces and plazas. 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.

**December 11, 2014 SPRC Update:** The last SPRC meeting for Rosslyn Plaza was held on July 15, 2013. Since the last meeting, the applicant has continued to work with staff to resolve outstanding issues including street connectivity and public open space. The applicant has made changes to the proposed PDSP plan, which will be discussed at the December 11, 2014 SPRC meeting. In addition, the meeting will focus on the proposed open space configuration and confirmation of outstanding issues. The discussion of outstanding issues will help in structuring the agenda for future SPRC meetings on the PDSP.

**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 19<sup>th</sup> 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: 19<sup>th</sup> 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.

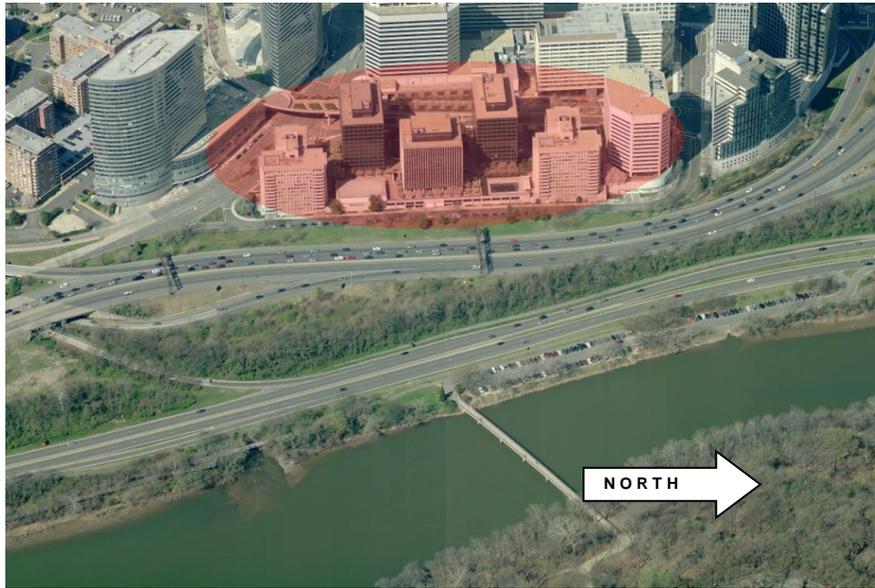
To the south: Wilson Boulevard and the Arland Towers (SP #125). The property is designated “High” Office-Apartment-Hotel and “Rosslyn Coordinated Redevelopment District” on the GLUP and is zoned “C-O-Rosslyn” Commercial Office Building, Retail, Hotel and Multiple Family Dwelling Districts.

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 295,094 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. The data in the table below was provided by the applicant as part of the PDSP submission.

SP #	Building	Use	Height (ft)	GFA (sq ft)	Units	Parking (Sp)
26	Building A (London)	Residential	75.2	149,864	100	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	96	129
137	Building G (North Building)	Office	238.0	295,948		252
<b>TOTALS</b>				1,041,905	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 <sup>1</sup> 253,166 sq ft	DENSITY ALLOWED/TYPICAL USE	MAXIMUM DEVELOPMENT
Existing Zoning		
“C-O” By-Right	One-Family Dwellings: 6,000 sq ft per lot	42 one-family dwelling lots

<sup>1</sup> 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
<b>Proposed Zoning</b>		
“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 following development details reflect the information provided from the applicant for the 2013 SPRC meetings. The data below has not yet been updated to reflect the concept plan that will be shared at the December 11, 2014 meeting. 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):

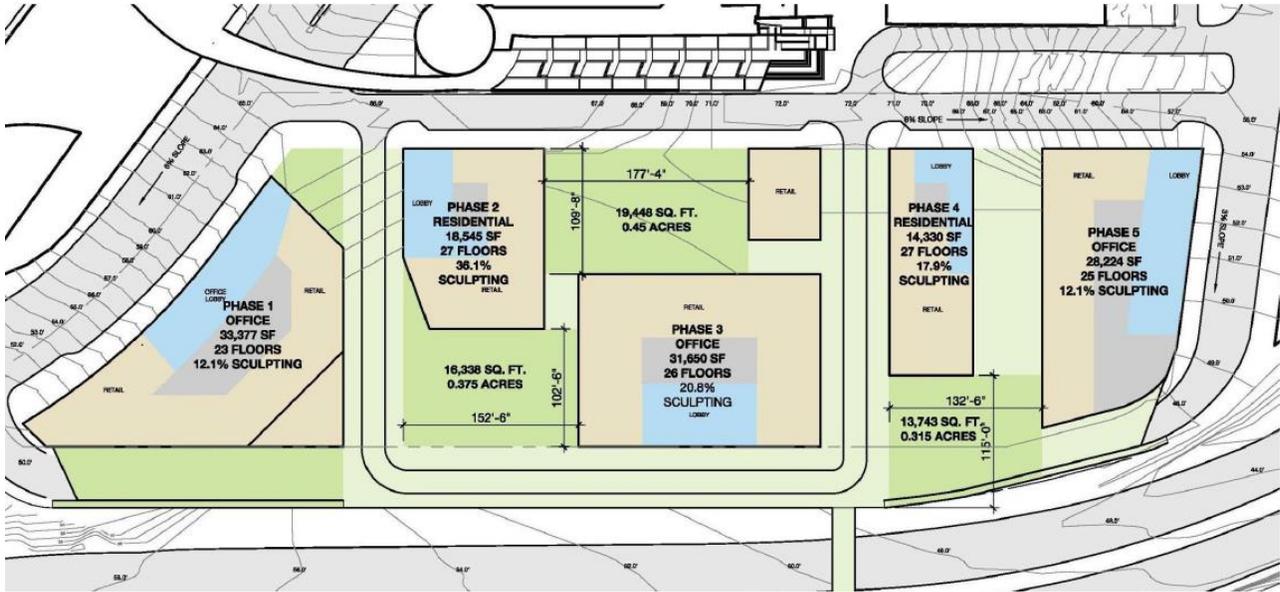
Office <sup>2</sup>	1,815,160 sq ft
Commercial/Retail	83,500 sq ft
Residential	633,000 sq ft (600-700 Units)

Overall site redevelopment includes three (3) office buildings, two (2) residential buildings, and a retail pavilion. A theater is not included in the latest use mix information provided. 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.

<b>Density: Buildings &amp; Use</b>	<b>Phase 1</b>	<b>Phase 2</b>	<b>Phase 3</b>	<b>Phase 4</b>	<b>Phase 5<sup>3</sup></b>
Office	1,226,674	1,079,133	1,550,094	1,550,094	1,815,160
Retail	33,500	43,500	63,500	73,500	83,500
Residential	147,529	464,029	464,029	633,000	633,000
<b>TOTAL</b>	<b>1,407,703</b>	<b>1,586,662</b>	<b>2,077,623</b>	<b>2,256,594</b>	<b>2,531,660</b>

<sup>2</sup>In the revised materials provided for the May 16, 2013 meeting, the applicant has proposed flexibility for the Phase 5 building to be either office or residential. If the Phase 5 Building were residential, the overall PDSP would have 1,270,000 sq. ft. of office, 1,178,160 sq. ft. of residential, and 83,500 sq. ft. of retail.

<sup>3</sup>In the revised materials provided for the May 16, 2013 meeting, the applicant has proposed flexibility for the Phase 5 building to be either office or residential. If the Phase 5 Building were residential, the overall PDSP would have 1,270,000 sq. ft. of office, 1,178,160 sq. ft. of residential, and 83,500 sq. ft. of retail.



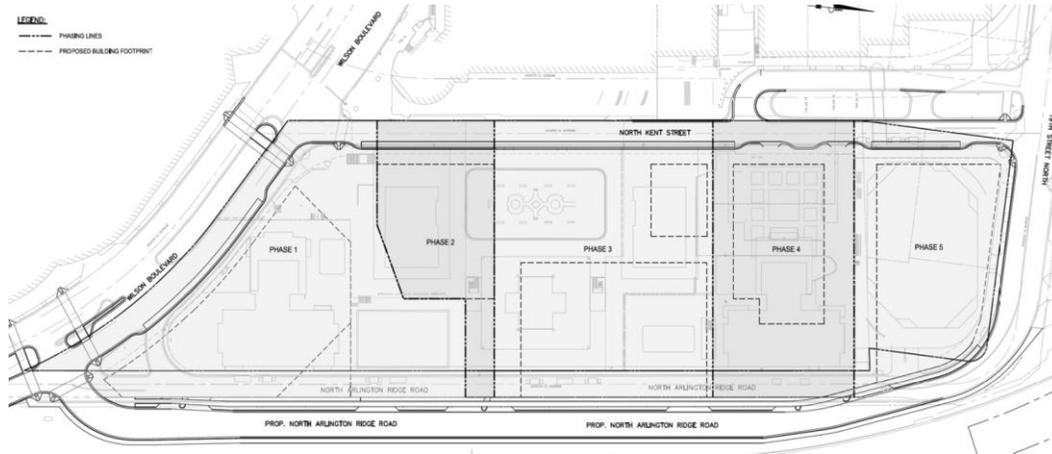
Previous Rosslyn Plaza PDSP Concept Plan



Current Rosslyn Plaza PDSP Concept Plan

Phase 1: 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 295-foot tall, 650,000 square foot office building, 33,500 square feet of retail, 717 parking spaces, and 57,548 square feet of open space. All other existing office and residential development would remain during this Phase.

Density: Buildings & Use	New Construction	Existing/Remaining	TOTAL
Office	650,000	576,674	1,226,674
Retail	33,500	0	33,500
Residential	0	147,529	147,529
	683,500	724,203	1,407,703



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 316,500 square feet, 290-foot tall, residential building including 10,000 square feet of retail, 300-350 parking spaces, and the addition of 6,729 square feet of open space.

Density: Buildings & Use	New Construction	Existing/ Remaining	TOTAL
Office	0	1,079,133	1,226,674
Retail	10,000	33,500	33,500
Residential	316,500	147,529	464,029
	326,500	1,226,662	1,586,662

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, 620,000 square foot office building, 20,000 square feet of retail, 660 parking spaces, and approximately 55,318 square feet of open space.

Density: Buildings & Use	New Construction	Existing/Remaining	TOTAL
Office	620,000	930,094	1,550,094
Retail	20,000	43,500	63,500
Residential	0	464,029	464,029
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, 316,500 square foot residential building would be constructed with 10,000 square feet of ground floor retail and a total of 23,739 square feet of open space.

Density: Buildings & Use	New Construction	Existing/Remaining	TOTAL
Office	0	1,550,094	1,550,094
Retail	10,000	63,500	73,500
Residential	316,500	316,500	633,000
	326,500	1,930,094	2,256,594

Phase 5: During the final phase of the PDSP, the remaining Rosslyn Plaza North office building (295,948 sq ft) would be demolished and the northern portion of the site redeveloped with approximately 555,160 square foot office building, 300-foot tall including approximately 10,000 square feet of ground floor retail. There would also be 18,775 square feet of open space provided. Please note, in the revised materials provided for the May 16, 2013 meeting, the applicant has proposed flexibility for the Phase 5 building to be either office or residential.

Density: Buildings & Use	New Construction	Existing/Remaining	TOTAL
Office <sup>4</sup>	545,160	1,270,000	1,815,160
Retail	10,000	73,500	83,500
Residential	0	633,000	633,000
	555,160	1,976,500	2,531,660

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

Building	Phase	Height (Feet)	Stories
Office 1	Phase 1	295	20-23
Residential 1	Phase 2	290	25-28
Office 2	Phase 3	300	22-25
Retail Pavilion	Phase 3	63	3
Residential 2	Phase 4	300	25-28
Office 3	Phase 5	300	24-26

The maximum permitted building height under the proposed “C-O-Rosslyn” zoning district is 300 feet. Non-occupiable space above the maximum recommended height is permitted, subject to maximum heights established in Zoning Ordinance (the Zoning Ordinance permits penthouses or roof structures for the housing of elevators, stairways, tanks, ventilating fans or similar equipment required to operate and maintain the building, and fire or parapet walls, skylights, radio towers, steeples, flagpoles, chimneys, smokestacks or similar structures; up to 23 feet and as otherwise provided in the Zoning Ordinance subsection 31.B.2). Height is measured from the average elevation of the site. 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, as proposed in the revised calculations provided for the May 1, 2013 SPRC meeting. Updated numbers for the December 2014 concept plan have not yet been provided. The numbers below include the proposed esplanade over Arlington Ridge Road.

<sup>4</sup>In the revised materials provided for the May 16, 2013 meeting, the applicant has proposed flexibility for the Phase 5 building to be either office or residential. If the Phase 5 Building were residential, the overall PDSP would have 1,270,000 sq. ft. of office, 1,178,160 sq. ft. of residential, and 83,500 sq. ft. of retail.

Open Space (Sq Ft)	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	TOTAL
	57,548	6,729	53,318	23,739	18,775	162,109

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	1,815	1,000
Retail	1677	500
Residential	600-700	1.0
TOTAL	2,582-2,682	

**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, and residential, consistent with the site’s proposed rezoning and GLUP designation. The overall use mix is proposed at approximately 75% office/commercial to approximately 25% residential. If the Phase 5 building is residential, the use mix would be 53% office/commercial and 47% residential.

**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 primary open space at the center of the site. The revised plan submitted in February 2013 also includes loop road that would be accessed from North Kent Street and extend to the east end of the site.

The Rosslyn Plaza PDSP proposes a series of office and residential 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 and an open space / plaza located at the corner of Wilson Boulevard and Kent Street. 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, two (2) residential towers, and a series of open spaces. According to the applicant, the public open space located on North Kent Street 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. An esplanade is also proposed along the eastern edge of the site elevated above Arlington Ridge Road. A bicycle and pedestrian bridge would extend from the esplanade toward the Mount Vernon Trail. The northern portion of the site is bound by 19<sup>th</sup> Street North to the north and includes one (1) office building, however, in the revised materials provided for the May 16, 2013 meeting, the applicant has proposed flexibility for the Phase 5 building to be either office or residential. All services and parking garage entries into the site are proposed to be located on 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 existing site is comprised of the block bounded by North Kent Street, 19<sup>th</sup> 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 19<sup>th</sup> 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), 18<sup>th</sup> Street North is the location identified for a new street. The February 2012 submission included no new streets with the project, and proposes to retain the 850' length of the block from 19<sup>th</sup> Street to Wilson Boulevard. The current plan includes a potential loop road that would have two east-west segments that connect at the esplanade level.

**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 TIA has not yet been revised to include the latest mix and site design, though the applicant has provided a preliminary traffic analysis for staff's review. 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 19<sup>th</sup> Street North within the vicinity of the site. All site driveways and curb cuts were also analyzed, as proposed in the original PDSP submittal. 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, including the new street segments proposed:

<b>North Kent Street</b>			
<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.

<b>Wilson Boulevard</b>			
<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: one 10’ travel lane, one 11’ travel lane, and one 7’ parking lane. 10’ median Eastbound: one 11’ travel lane, 7’ parking lane, and 10’ bike lane.	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: 16’-8” sidewalk (11’ clear, with tree pit).

<b>19<sup>th</sup> Street North</b>			
<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.

<b>17<sup>th</sup> Street North and 18<sup>th</sup> Street North (working name)</b>			
<i>Existing Street</i>	<i>Proposed Street</i>	<i>Existing Sidewalk</i>	<i>Proposed Sidewalk</i>
n/a	Two 10’ travel lanes.	n/a	Varies, minimum 10’ tree and sidewalk zone on each side.

<b>Arlington Ridge Road</b>			
<b>At-Grade Arlington Ridge Road</b>			

<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 40' to the east: two 11' travel lanes. The esplanade and elevated Arlington Ridge Road will be located on a deck over the at-grade street.	4.5' sidewalk (west side only). No sidewalk on east side.	Varies, details to be determined.
<b>Elevated Arlington Ridge Road</b>			
<i>Existing Street</i>	<i>Proposed Street</i>	<i>Existing Sidewalk</i>	<i>Proposed Sidewalk</i>
N/A	Street will be located above the at-grade Arlington Ridge Road and will extend from 17 <sup>th</sup> Street to 18 <sup>th</sup> Street. Two travel lanes (24' total).	n/a	20' tree and sidewalk zone (west side). 20' esplanade (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. 19<sup>th</sup> 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. With the revised proposal, there would be two segments of Arlington Ridge Road, an at-grade street and an elevated street. The at-grade Arlington Ridge Road would serve primarily as service and parking access for the building and would also provide two lanes of through traffic from 19<sup>th</sup> Street North to Wilson Boulevard. The street is proposed to be covered by the proposed podium level deck above. The elevated portion of Arlington Ridge Road on the podium level would connect to new segments of 17<sup>th</sup> Street North and 18<sup>th</sup> Street North (tentative names) but would not be connected to 19<sup>th</sup> Street North or Wilson Boulevard.

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.

In the revised plan, there would be two new east-west streets extending from North Kent Street eastward through the site, tentatively named 17<sup>th</sup> Street North and 18<sup>th</sup> Street North. The two streets would connect with the elevated portion of Arlington Ridge Road to form a loop road on the podium level. The loop road is proposed to be a minimum of 40 feet wide, including two 10-

foot travel lanes and flexible 10-foot sidewalk, tree, and furniture zone on each side. The loop road is proposed as a shared, multimodal street.

The proposal also includes an esplanade along the eastern edge of the site at the podium level. The esplanade would connect directly to the loop road. The esplanade would also connect to the at-grade Arlington Ridge Road through 12-foot pedestrian/bicycle ramps at the northern and southern ends of the esplanade. The esplanade 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 2,582-2,682 parking spaces for the PDSP. The parking ratio of the office uses is proposed to be 1 space per 1,000 square feet of gross floor area, and parking for the retail uses is proposed at 1 space per 500 square feet. Parking for the residential uses would be provided at a ratio of 1 space 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 at-grade Arlington Ridge Road between Wilson Boulevard and 19<sup>th</sup> Street North. There are four curb cuts proposed along this road segment.

Transit: The project area is located in Rosslyn. The Rosslyn Metrorail station is served by the blue, silver, and orange lines 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; and 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 19<sup>th</sup> 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 19<sup>th</sup> 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 19<sup>th</sup> 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.

There are currently five Capital Bikeshare stations in the general Rosslyn area. The stations nearest the site are at North Lynn Street and 19<sup>th</sup> 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 16<sup>th</sup> 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)
- Parking Space Types (tandem, stacker and automated spaces)
- Landscaped Open Space
- Gross Floor Area Exclusions for Below Grade Storage, Fitness, Mechanical and Vertical Shafts.

**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, 19<sup>th</sup> 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.

[Realize Rosslyn \(Ongoing\)](#): In December 2012, Arlington County initiated Realize Rosslyn, 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. 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.

In April 2014, the County Board adopted the [Rosslyn Plan Framework](#) as a key milestone in the Realize Rosslyn community planning process. The framework defines the community's vision for Rosslyn as a vibrant and dynamic "downtown" and outlines recommendations for improving parks and open spaces, transportation, building form and height, and urban design. The framework serves as a foundation for drafting the full sector plan update. Since adoption of the framework, the Rosslyn Process Panel has held several subcommittee meetings to gather additional input on the topic areas of transportation, parks and open space, and building height and massing. Staff will provide further background on the Realize Rosslyn process at the December 11, 2014 SPRC meeting.

[Rosslyn Multimodal Transportation Study \(Final Draft, September 2012\)](#): 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 Realize Rosslyn process that is underway. Although the Rosslyn Multimodal Transportation Study is not an adopted policy by the County Board, the final draft 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 18<sup>th</sup> from North Lynn Street to North Arlington Ridge Road;
- An at-grade replacement for 17<sup>th</sup> 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, 19<sup>th</sup> 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 19<sup>th</sup> Street. Staff is currently working on an update of the Retail Action Plan.

[County Board Adopted Resolutions](#): In 2002 and 2007 the County Board adopted resolutions regarding building heights and urban design principles in Rosslyn. The resolutions are available at the following links: [Resolution Governing Building Heights in Rosslyn](#); and [Resolution on Urban Design Principles for Rosslyn Central Place](#).

## **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 of the principles was discussed at the June 28, 2012, July 17, 2012, September 10, 2012, and September 24, 2012 SPRC meeting. An updated working draft is included in appendix. The Guiding Principles will be an element of the PDSP brought before the County Board for consideration.

## **ISSUES**

### **SPRC Discussion**

At the February 28, 2013 SPRC meeting, the applicant presented a revised PDSP concept plan which introduces a new loop road through the site. SPRC members discussed the circulation pattern, character of the new streets, block structure, and whether additional street connectivity should be achieved by connecting the loop road to Wilson Blvd. and 19<sup>th</sup> Street North. The block structure and circulation was further discussed at the March 25, 2013 SPRC meeting, and there remain outstanding issues with regard to vehicular connections from the loop road to 19<sup>th</sup> Street and Wilson Boulevard and with the width and character of the new street sections.

At the May 1, 2013 SPRC meeting, land uses were discussed. Issues related to the overall use mix and the amount and types of retail proposed on the site were raised. In response to these issues, the applicant has proposed flexibility for the Phase 5 building to be either office or residential. At the May 16, 2013 SPRC meeting, open space and ground floor uses were discussed. Much of the discussion focused on whether the open space and retail on the site will act as destination uses. There were varied thoughts on the size and configuration of the open space, with some members expressing support for the proposed open space design and others noting that a consolidated space would be preferred. At the June 10, 2013 SPRC, heights and massing were discussed. Some issues raised by SPRC members included the height of the buildings in relation to the Observation Deck views and central Rosslyn, the desire for more definitive sculpting and building massing guidelines, and the relationship of the buildings to adjacent existing and proposed streets. At the July 15, 2013 SPRC meeting, phasing of the PDSP was discussed. Members generally noted that the phasing plan needed to include options for an alternative phasing order, that the plan should explore options for achieving key infrastructure and open space in early phases, and that the current plan will lead to some undesirable retail/open space conditions during interim phases.

The following is a summary of the status of SPRC discussion on the outstanding issues as of the conclusion of the 13<sup>th</sup> SPRC meeting on July 15, 2013:

- Overall Character
  - Much discussion focused on whether this site should be a destination or not. As designed, most felt it would not be a destination.
- Street Network – Connections to Arlington Ridge Road
  - The SPRC did not come to a consensus on this issue. Some members are in favor of the u-road as proposed, while others are in favor of achieving full street connections to Arlington Ridge Road from the u-road.
- Open Space—Amount and Configuration
  - The SPRC did not come to a consensus on this issue. Some members are in favor of the proposed open space configuration, while others would prefer a consolidated open space.

- Generally, members were most favorable toward the central open space on Kent Street and the esplanade elements of the open space proposal.
- There remains an outstanding question as to the character of the central open space. It's not clear how this open space fits into the Rosslyn network.
- Use Mix/Retail
  - General response was a desire for more residential on site. The applicant has since proposed flexibility for office or residential in Phase 5.
  - Some members requested a requirement for use mix throughout phasing (e.g., don't allow all office phases to be built before any residential is built).
  - A retail vision/strategy for the site is needed.
  - Members expressed a desire for a mix of neighborhood-serving and destination (restaurants) retail.
  - Retail locations need further study to determine if they'll be successful (some locations seem isolated).
  - Members expressed concern that this is no longer in the proposal. This needs further study.
- Heights and Massing
  - There was extensive discussion on heights and massing, with members generally requesting more information and proposed guidelines from the applicant.
  - Buildings should be lower to increase views from Observation Deck and allow tapering from International Place block.
  - Heights and massing need to relate better to the Rosslyn context (streets and buildings) and should vary more.
  - The sculpting factor is an interesting concept, but it needs more study and should be tied to other form guidelines
- Density
  - Concern that 10.0 FAR does not allow for enough sculpting/change in height between buildings.
- Phasing
  - The phasing plan needs to include options for an alternative phasing order.
  - Explore options for achieving key infrastructure (bridge, street improvements) and open space in early phases.
  - Interim conditions need more study. The current plan will lead to some undesirable retail/open space conditions during some phases.

Comprehensive notes from previous SPRC meetings are available on the Rosslyn Plaza [webpage](#).

### **Staff-Identified Issues**

Staff finds that the current proposal does not meet several of the draft Guiding Principles and has continued to work with the applicant to resolve outstanding issues over the past year. The major outstanding issues include:

- Transportation – the u-road in the current proposal only connects to N. Kent Street. A full street network would improve on-site circulation, increase the public nature of the site, and connect this edge site to central Rosslyn, areas to the south and north, and potential areas to the east. Achieving circulation and connectivity at early phases of the PDSP is also essential.
- Public Open Space – the current site configuration limits the potential options for public open space uses. A larger consolidated open space would allow flexibility for park uses in

the future, and the reconfiguration would also allow for an established street wall and concentrations of retail elsewhere on the site.

- Heights and Massing – the current proposal lacks variety in building heights and provides few parameters for building form aside from the proposed sculpting factor. Additional parameters should be established to help define view corridors, achieve an interesting skyline and create a successful pedestrian environment at street level.
- Uses – A retail/ground floor use strategy is needed and building locations should work within this strategy. The proposed use flexibility for the Phase 5 building also needs further evaluation.

The outstanding issues will be summarized and discussed at the December 11, 2014 SPRC meeting.

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**Planning Commissioner Chairing This Item:**

Steve Cole	<a href="mailto:cole.arl@gmail.com">cole.arl@gmail.com</a>
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## **APPENDIX A – Working Draft of Guiding Principles, October 29, 2012**

*These draft principles were developed over the course of four SPRC meetings on June 28, July 17, September 10, and September 24, 2012. The Guiding Principles will be an element of the PDSP brought before the County Board for consideration.*

### **Guiding Principles**

In response to a Phased Development Site Plan (PDSP) submitted for the Rosslyn Plaza site, County staff, the Site Plan Review Committee (SPRC), and the Planning Commission drafted these principles to guide the long-term development of the site and to evaluate future site plan applications. They are based on existing Arlington County policy documents, including:

- Rosslyn Station Area Plan Addendum (1992);
- General Land Use Plan (2011);
- Arlington Master Transportation Plan (2009-2011);
- Rosslyn Multi-Modal Transportation Study Draft (2011);
- Rosslyn-Ballston Corridor Streetscape Standards (2007);
- Retail Action Plan (2001);
- Public Spaces Master Plan (2005); and
- County Board Resolutions on Building Heights (1982, 2002, 2007).

Should new County policy be adopted in the future, PDSP amendments and final site plans should be evaluated in the context of these principles and the latest County policy. The order of the principles is not intended to suggest relative priorities.

### **A. Compatibility and Placemaking**

1. Development should complement surrounding existing and envisioned uses and create a distinct sense of place.
2. Development should contribute to the rebuilding of Rosslyn in a more urban form with a functional street grid, mixed uses, pedestrian-friendly streetscapes, easy access to transit, buildings that relate well to one another and to the street, and connected open spaces.
3. Development should help define a gateway into Rosslyn.
4. Development should contribute to the distinctive image of Arlington from the waterfront and monumental core.
5. The site design should seek to improve the site's edge condition adjacent to Interstate 66, both visually and physically.
6. Development should include certain placemaking features, such as cultural facilities, public spaces for park uses and flexible programming, and retail to enhance the site's sense of place.

### **B. Uses**

1. Development should create a live-work-shop environment, encourage vitality throughout the day and evening, provide diverse housing and retail opportunities, and contribute to a more balanced use mix in Rosslyn.

2. Development should include a mix of uses, such as office, residential, hotel, cultural, retail and service businesses, community facilities, and civic spaces.
3. Retail should be clustered, have direct street frontage, and have strong visible connections to central Rosslyn to encourage its success.
4. Ground floor uses should complement adjoining public open spaces and activate streetscapes.
5. Ground floor spaces should be attractive and flexible enough to accommodate a wide range of tenants, including small retail and service businesses.

### **C. Circulation**

1. Development should enhance Rosslyn's street network and provide multimodal, complete streets which improve pedestrian, bicycle, transit and vehicular access to, through, and around the site.
2. A street grid that organizes open space, defines building placement, and distributes loading, parking, and emergency access points throughout the site should be phased into the development to break up the existing superblock.
3. Development should include pedestrian connections through the site which link to surrounding developments, public open spaces, and routes to and from transit nodes.
4. Improved pedestrian and bicycle access from Rosslyn to the Mount Vernon Trail and Potomac Riverfront should be considered as part of the development plan, subject to collaboration with Virginia Department of Transportation and the National Park Service.
5. Streetscapes should maximize pedestrian-friendly features, including widened sidewalks, shortened crossing distances, accessibility improvements, and street trees.
6. Creative and functional design solutions to topography challenges which improve site access should be used.
7. Special treatment should be used to distinguish key intersections or focal points of the site.

### **D. Parking and Loading**

1. Parking should be provided below grade as much as possible. Visibility of above grade parking structures should be minimized by wrapping parking with other uses and incorporating facades consistent with high-quality architecture on the site.
2. Flexibility for below grade parking under new streets should be considered if it improves garage functionality without adversely impacting streetscapes or utilities.
3. Loading and parking areas should be located so as to minimize conflicts with pedestrians and to distribute access points.

4. On-site and on-street public parking should be provided to accommodate short-term visitors and retail customers.

## **E. Open Space**

1. Public open space should expand and diversify Rosslyn's open space resources by providing new types of spaces which attract a broad range of residents, workers, and visitors and encourage evening and weekend use.
2. Well-designed public open space should be highly visible, have direct street frontage, and be at grade with major pedestrian, bicycle and vehicular circulation around and through the site.
3. A significantly sized public open space should be provided on a prominent street and should be designed to accommodate multiple park uses and provide flexibility for multipurpose programming.
4. Public open space should respond to the site's unique opportunities such as its proximity to the waterfront, Theodore Roosevelt Island, and nearby recreational trails.
5. Public open space should be designed and located so as to minimize the negative impacts from the site's adjacency to Interstate 66.
6. Streetscapes should be designed as useable public space with enhanced pedestrian elements such as widened sidewalks, seating, and multipurpose green spaces.
7. Public art should be incorporated into the site's open spaces in order to activate them, improve wayfinding, complement cultural uses, and contribute to a sense of place for the site.

## **F. Building Form and Heights**

1. Design techniques such as tapering, step backs, orientation of building footprints (base and tower), and distinctive top elements should be used to enhance Rosslyn's skyline, maximize key view corridors to, from, and through the site, and improve the pedestrian environment.
2. Views from the Central Place observation deck should be protected and other public view corridors should be provided.
3. Building heights should be noticeably varied and generally taper down from Central Place.
4. Buildings should be located and designed to create a consistent, pedestrian-scaled streetwall with visual interest, variety, and transparency.
5. Building placement and form should be sensitive to shade impacts and the seasonal needs for both sunlit and shaded public space.
6. Creative and functional design solutions to topography challenges which prevent blank walls should be used.

## **G. Sustainability**

1. Development should incorporate best practices and County policies for green buildings and stormwater management.
2. Development should seek to achieve applicable County energy goals to ensure efficient building design, operation, and energy infrastructure.
3. Development should increase the tree canopy of the site and include green, landscaped elements throughout outdoor areas where feasible, including the use of roof gardens.

## **H. Phasing**

1. Key public infrastructure and community benefits should be achieved at each phase and detailed with approval of the PDSP.
2. Phasing should ensure short-term functionality of the site and accommodate existing uses and their garage and street access in the interim.
3. Development of early phases should preserve connectivity through the site and to transit access points.
4. Retail uses should be located so that a critical mass is maintained throughout phasing. Interim uses, such as temporary retail vendors or structures, should be considered to achieve this principle.
5. The phasing plan should allow for the replacement of the existing theater on site during the same phase in which it is demolished.
6. The PDSP should include urban design guidelines to facilitate the long-term development of the site and ensure consistent, high-quality urban design and architecture in future site plans.