

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA**

DATE: Monday, May 15, 2017
TIME: 8:00 – 10:00 p.m.
PLACE: Courthouse Plaza
2100 Clarendon Boulevard
Cherry and Dogwood Rooms (C&D)
Arlington, VA 22201

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

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| Item 1. | <i>Rosslyn Streetscape LRPC</i> | 7:00pm–8:00 pm |
| Item 2. | 1700 & 1810 N. Moore Street (SP #94, AREP Rosslyn City Center)
(RPC#'s 16-037-001; -007; -008; -16-038-004)
Planning Commission and County Board meetings to be determined.
<i>Matthew Pfeiffer (CPHD Staff)</i> | 8:00pm–10:00pm |

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/minor 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://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 Private Development <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
1700 & 1810 N. Moore Street
(SP #94, AREP Rosslyn City Center)
(RPC#'s 16-037-001; -007; -008; -16-038-004)
Nancy Iacomini, SPRC Chair

SPRC Agenda: May 15, 2017

- 1) Informational Presentations
 - a) Presentation of Minor Site Plan Amendment Proposal (Applicant) – **Max. 15 minutes**
 - b) Compliance with Rosslyn Sector Plan (Staff) – **Max. 15 minutes**

- 2) Rosslyn Sector Plan land use guidance:
 - a) Rosslyn Metro Station site
 - b) Relationship to 18th Street Corridor
 - c) C-O-Rosslyn zoning

- 3) Building and Site Design Issues
 - a) Building form (height, massing, tapering, setbacks)
 - b) Facade treatments, materials, fenestration
 - c) Activation of plaza and public rights of way

- 4) Public Plaza
 - a) Public access easement size and location
 - b) Plaza design and landscaping treatment
 - c) Plaza programming and function

- 5) Transportation
 - a) 18th Street thoroughfare
 - b) Impact to metro station
 - c) N. Moore Street Streetscape Elements
 - d) N. Fort Myer Drive Streetscape Elements
 - e) Wilson Boulevard Streetscape Elements
 - f) Accessibility

- 6) Wrap up

Site Location: The 68,225 sq. ft. (1.57 ac.) site is located at 1700 & 1810 N. Moore Street. The site is on the block bounded by Wilson Boulevard (south), N. Moore Street (east), 19th Street N. (north), and N. Fort Myer Drive (west).

Applicant Information:

<p>Developer PPF/AREP Rosslyn Metro Center, LLC c/o American Real Estate Partners 2350 Corporate Park Drive, Suite 110 Herndon, Virginia 20171 Douglas E. Fleit, CEO (703) 435-4800 dfleit@americanREpartners.com</p>	<p>Attorney Walsh Colucci Lubeley & Walsh PC 2200 Clarendon Boulevard, Suite 1300 Arlington, Virginia 22201 Nan E. Walsh (703) 528-4700 nwalsh@thelandlawyers.com</p>	<p>Architect Callison RTKL 2101 L Street NW, Suite 200 Washington, DC 20037 Robert B. Berry, AIA (202) 912-8346 Robert.berry@callisonrtkl.com</p>
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BACKGROUND: The applicant proposes internal refurbishment and external reconfiguration of an existing retail mall located above the Rosslyn Metro Station, including the addition of approximately 17,000 sq. ft. of new gross floor area (GFA). The subject site is located at the Rosslyn Metro Station at 1700 and 1810 N. Moore Street. Plans and policies applicable to the site include *The Rosslyn Sector Plan (2015)*.

The following provides additional information about the site and location:

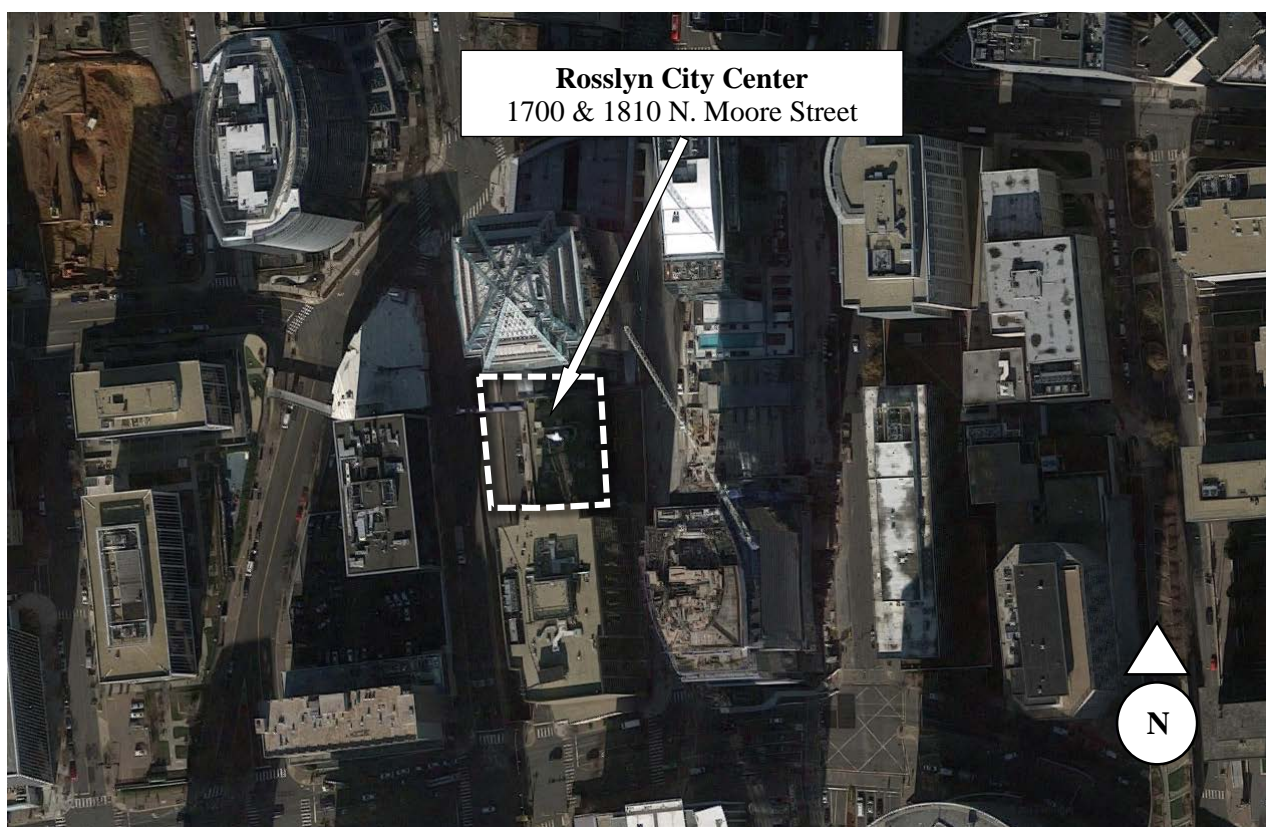
Site: The 68,225 sq. ft. site is located at 1700 & 1810 N. Moore Street. The following land uses surround the site:

- To the north: Immediately to the north is the 1812 N. Moore development (SP #18), zoned C-O-Rosslyn and designated “High” Office-Apartment-Hotel on the General Land Use Plan (GLUP).
- To the east: To the east across N. Moore Street is the Central Place development (SP #335) and the Central Place Plaza, zoned C-O-Rosslyn and designated “High” Office-Apartment-Hotel and “Public” on the GLUP.
- To the south: Immediately to the south is the AREP office building, also part of SP #94, zoned C-O-Rosslyn and designated “High” Office-Apartment-Hotel on the GLUP.
- To the west: To the west across N. Fort Myer Drive is the Ames Center development (SP #1), zoned C-O, Mixed Use District and designated “High” Office-Apartment-Hotel on the GLUP.

Zoning: The site is zoned C-O-Rosslyn, Mixed Use Rosslyn District

General Land Use Plan Designation: The site is designated “High” Office-Apartment-Hotel on the General Land Use Plan (GLUP).

Neighborhood: The site is located within the North Rosslyn Civic Association. The Radnor-Fort Myer Heights Civic Association is located on the south side of Wilson Boulevard from the site. The Turnberry Towers Condominium Association is located on the north side of 19th Street N. from the site. The site is located within the Rosslyn Business Improvements District (BID).



Source: Google Maps 2017

Existing Conditions: The site is currently developed with SP #94, which was approved in 1973 and amended several times. The site contains 370,753 sq. ft. of office GFA in a 278-foot tower, and 53,918 sq. ft. of retail GFA within a three-story interior mall. The site also contains the Rosslyn Metro Station.

Proposed Development: Below is a summary of the existing and proposed development:

SP #94, Rosslyn City Center		
	Existing Development	Proposed Development
SITE AREA	68,225 sq. ft.	68,225 sq. ft.
Density		
Office/Retail GFA	424,671 sq. ft.	442,162 sq. ft.
Office/Retail FAR	6.22 FAR	6.48 FAR
C-O Rosslyn Base Density (commercial)		3.8 FAR
C-O Rosslyn Max. Permitted Density		10.0 FAR¹
Parking		
Total Number of Spaces	444 spaces	444 spaces
Parking Ratio	1 sp./956 sq. ft. of GFA	1 sp./996 sq. ft. of GFA
Required C-O-Rosslyn parking ratio	Range between 1 sp./580 sq. ft. to 1 sp./1,000 sq. ft.²	

Density and Uses: The applicant requests a minor site plan amendment to reposition the Rosslyn Metro Station retail mall. The applicant proposes internal refurbishments and external redevelopment of the site plan’s three-story retail mall which include 17,491 sq. ft. of new GFA. The applicant proposes that the improvements be constructed in two phases: the first phase would include reconstruction of the first, second and third story metro mall retail and a total of 5,575 sq. ft. of net new retail GFA; the second phase would include 11,915 sq. ft. of GFA, of which a portion would be optional office/retail space. A portion of the site plan area includes the Central Place Plaza, which was part of the original site plan area.

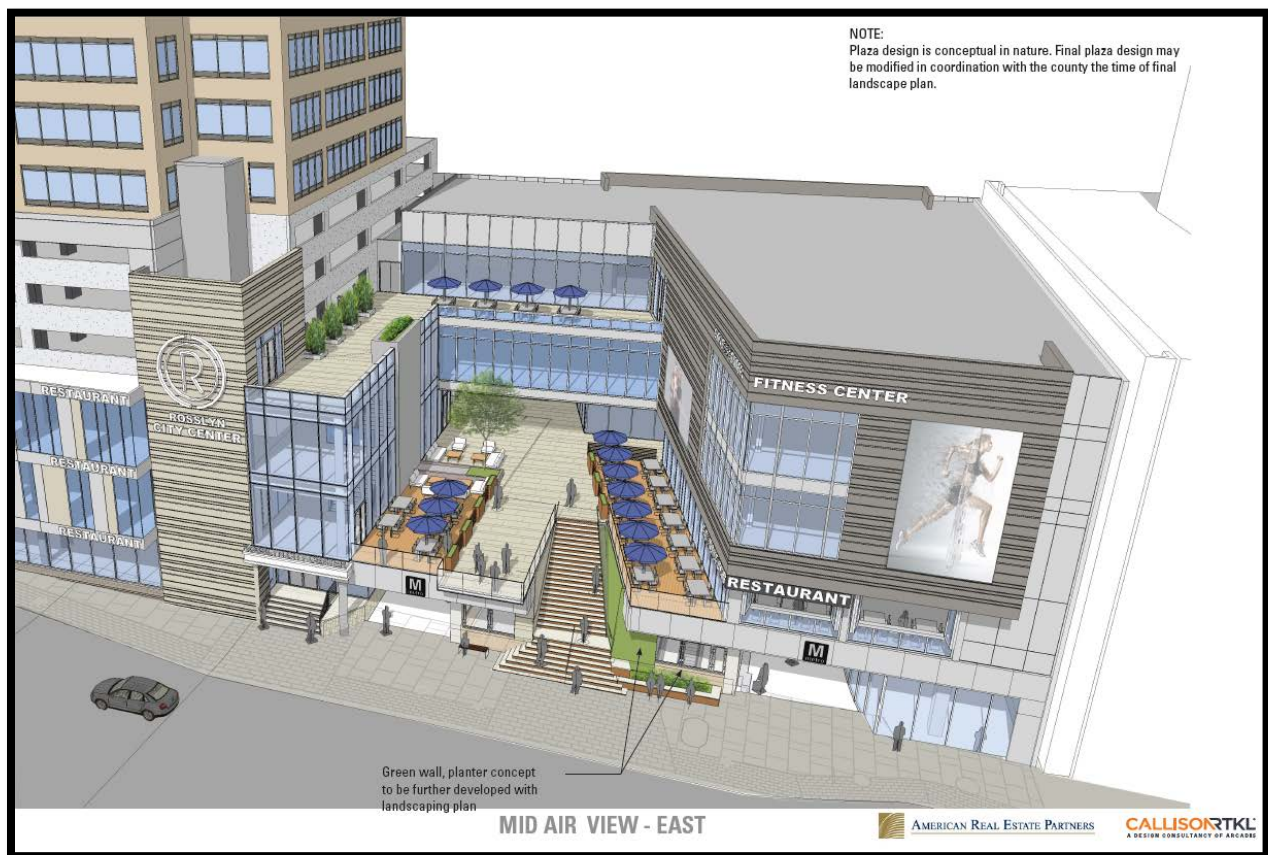
The applicant is requesting the 17,491 sq. ft. of new GFA be approved as bonus density under the provisions of C-O-Rosslyn as density approved above the base of 3.8 FAR (the site is currently built at 6.22 FAR). The C-O-Rosslyn district allows for density above the base provided that “certain features, services, design elements, or amenities” as called for in the Rosslyn Sector Plan are found to be provided as part of the proposal.

Site and Building Design: The applicant is proposing reconfiguring the portion of the metro mall podium directly above the metro station into an open second floor retail concourse with a thoroughfare through the block to allow for connection to the Rosslyn Sector Plan’s 18th Street Corridor. On the first floor, the applicant is proposing bumping out the retail concourse approximately 14 feet into the metro station, reducing the width of the N. Moore Street entrance from 31 feet to 17 feet. The applicant is also proposing minor alterations to the retail floor plan including creation of a new street entrance on N. Moore Street and reconfiguration of the retail

¹ Provided provisions of ACZO Sec. 7.15.4 are met, including findings that the project is consistent with the Rosslyn Sector Plan and “offers certain features, services, design elements, or amenities” as provided for in the plan.
² Depending on adequacy of TDM plan.

concourse and elevators. The applicant is also proposing ADA access elevators placed in the interior of the metro station allowing access to the second floor plaza.

The applicant is proposing a second story plaza and external retail concourse connected to N. Moore Street by a staircase from the streetscape. The plaza opening would be approximately 60 feet wide at the N. Moore Street frontage, narrowing to approximately 20 feet at the N. Fort Myer Drive frontage. At the N. Moore Street frontage, the plaza is open to the sky, whereas on the N. Fort Myer Drive frontage the thoroughfare is punched through the building mass. The applicant proposes an approximately 10-foot wide public access easement through the plaza. There are private seating areas proposed abutting the retail space and interior mall entry on the north and south ends of the plaza respectively.



The building is massed with a wide recess from the N. Moore Street frontage to account for the second floor plaza, with retail space on the north end of the plaza reaching four stories and utilizing aluminum paneling on the facade. On the south end of the plaza, there is a three-story retail concourse serving the interior retail and utilizing clear glazing on the façade. Likewise, the third and fourth levels of retail span over the second-level plaza (approximately 60 feet of depth) and feature clear glass facades.



The N. Fort Myer Drive façade provides an approximately 20-foot opening through the building mass connecting to the second story plaza access through a staircase from the sidewalk level. At the ground level, a masonry façade is present adjoining the metro station. The ground level retail utilizes clear glazing and metal paneling in intervals, although there are no entries to the retail space at this location.

Transportation: This project is located in Rosslyn at the on the southern end of the block bound by 19th Street N., N. Moore Street, Wilson Boulevard and N. Fort Myer Drive and is within the area of the Rosslyn Sector Plan (RSP). The site is located at the Washington Metropolitan Area Transit Authority (WMATA) Rosslyn Metrorail Station which serves the orange, blue and silver lines. Along N. Moore Street, including along the project frontage, there are several bus stops that serve numerous local and regional bus routes operated by WMATA, Arlington Transit (ART), and other public and private operators. There are two Capital Bikeshare stations near the site as well.

Streets and Sidewalks: The Master Transportation Plan (MTP) identifies 19th Street N., Wilson Boulevard and N. Fort Myer Drive as Type B – Primarily Urban Mixed Use arterial roads and N. Moore St is identified as an Urban Center non arterial road. This area is identified on the MTP as an area with a completed Transit Facility project – the new high speed elevators that are located on the east side of N. Moore Street mid-block. Adjacent to the site, N. Fort Myer Drive is one way in the south bound direction with two travel lanes at the same elevation as the site and additional travel lanes through a tunnel under Wilson Boulevard and on the west side of the tunnel. There is on street parking along N. Fort Myer Drive at the Rosslyn Station entrance and

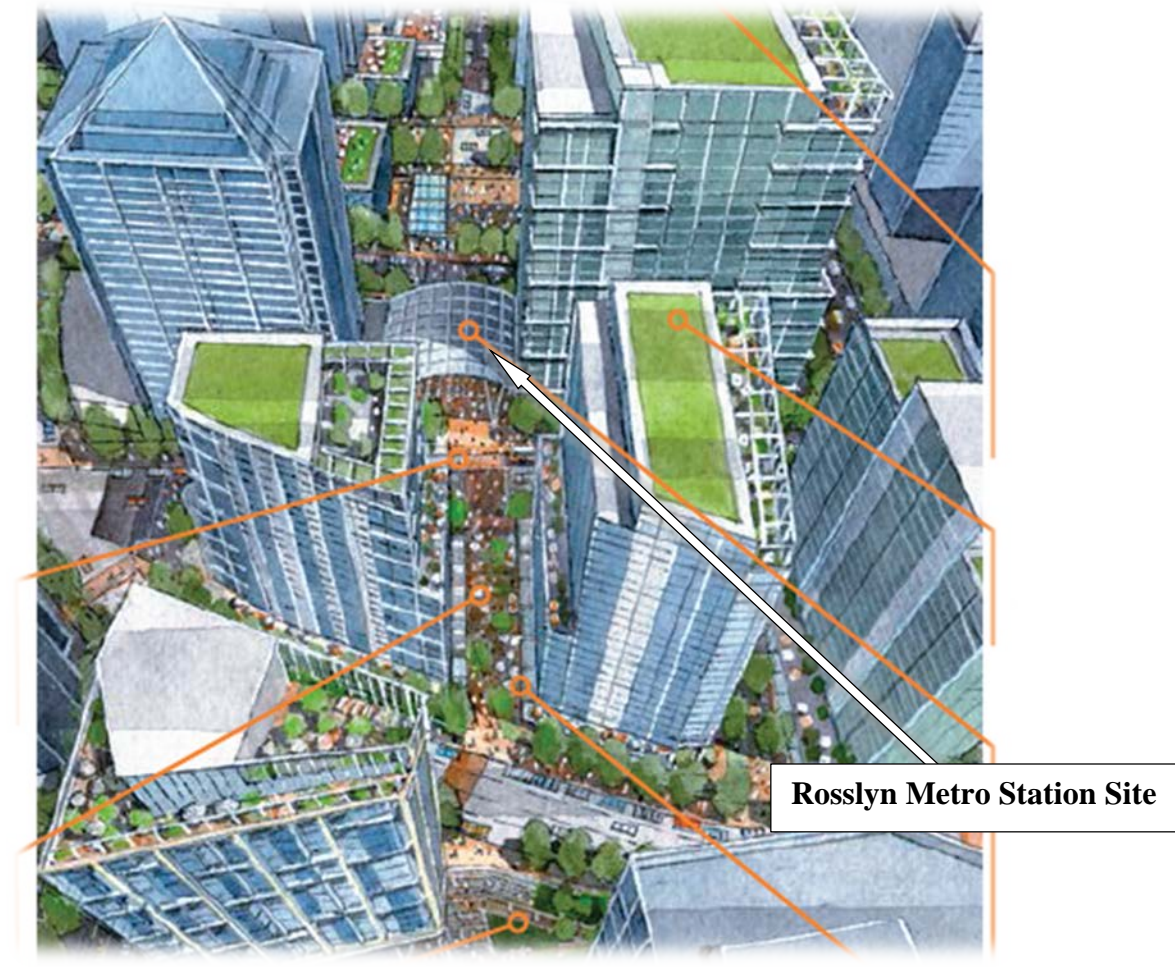
loading zones to the south of the Station entrance. The existing sidewalk is approximately 9' wide on the southern end and 13' wide on the northern end of the project site at the Rosslyn Station entrance. Wilson Boulevard is three travel lanes westbound and three travel lanes eastbound separated by a small median with no parking on either side. The existing sidewalk along Wilson Boulevard is approximately 8' wide. N. Moore Street was originally a two-way street and was restriped to be one-way southbound approximately 7 years ago due to the construction activities associated with the adjacent Central Place and 1812 N. Moore Street projects. Upon completion of the construction activities, the direction and operations of N. Moore Street will be reevaluated to determine the best option for the street network. The existing sidewalk along N. Moore Street is approximately 8' wide with several sawtooth bus bays and a garage entrance. There is no parking along N. Moore Street.

The project proposed to maintain the existing travel lane and curb locations and complete minimal changes to the streetscape. On N. Fort Myer Drive there is a proposed stair to the second level plaza that results in the loss of one tree to provide better access for the stairs and a visual connection to the street. On N. Moore Street this is also a proposed stair to the second level plaza that encroaches into the existing sidewalk at the Rosslyn Station. Additionally, the project proposed to narrow the southern entrance to the Rosslyn Station on N. Moore Street and revise the connection from the Rosslyn Station to N. Fort Myer Drive. In the existing connection, one can see N. Fort Myer Drive from N. Moore Street through the Rosslyn Station and that visual connection is proposed to be eliminated. There are no proposed changes to the sawtooth bus bays along the southern end of N. Moore Street, however another project will be modifying the streetscape and introducing an additional sawtooth bus bay at the southern Rosslyn Station entrance. These proposed modifications by others will need to be included within this project proposal to ensure there are no conflicts.

Parking and Loading: The project proposes to maintain the existing parking garage and loading scheme. No additional parking spaces are to be provided, however there will be additional retail area resulting in a lower proposed parking ratio than existing. The existing parking ratio is 1 space per 956 square feet and the proposed parking ratio is 1 space per 996 square feet.

DISCUSSION:

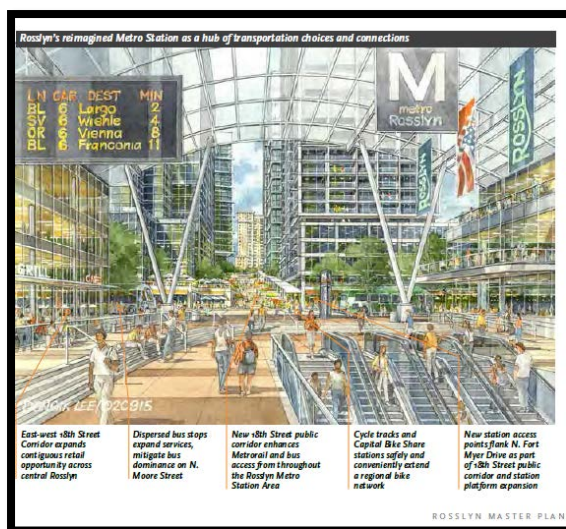
Rosslyn Sector Plan: In July 2015, the Arlington County Board adopted the Rosslyn Sector Plan, refreshing and refining the future vision for the Rosslyn Coordinated Redevelopment District and its surroundings, complete with policy recommendations and implementation actions to help support that vision. One of the sector plan's more transformative recommendations include the creation of an 18th Street Corridor extension as a new east-west connector through the heart of central Rosslyn. Extending east from its current terminus at North Oak Street, the future 18th Street Corridor would be pedestrian only for certain blocks, and also include vehicular traffic for others. Given its central location, the existing Rosslyn Metro Station site – and the associated portion of the Rosslyn Metro Center site plan - are a central focus of this future corridor. Elements and themes of plan guidance that specifically or generally relate to the portion of the 18th Street Corridor across this site between Fort Myer Drive and North Moore Street include the following:



- Reimagined Metro Station as hub of transportation choices and connections (p. 53, p. 68);
- The new 18th Street Corridor linking together central Rosslyn (p. 55); [T1, T2, T3, T4] (as visual connections)
- 18th Street as public space among public spaces (pp. 64-65) [P2, P9,]
- Street and Block pattern (p. 93)
- 18th Street Corridor cross-section recommendations (p. 99)
- Improve the existing station (p. 108)
- Parks – Metro Station Plaza vision (p. 129)
- 18th Street Corridor – “Rosslyn’s New Urban Spine” (p.142-5)
- Building height – (p. 169)

The planning guidance for each of these items is addressed and summarized below, and the Rosslyn Sector Plan may be referenced for additional detail and information.

Reimagined Metro Station (p. 53): In Vision Principle #2, the sector plan first introduces the concept of Rosslyn’s Metro Station as being a reimagined public space as a hub of transportation choices and connections. In the supporting imagery, the Station plaza is depicted as a totally transformed space, including open air public space (with trademark canopy overhead) situated around the existing escalators connecting to the platform level. Given the slight off-set across the corridor, the space would serve as the visual and physical nexus between the western and eastern legs of the extension.



The new 18th Street Corridor linking together central Rosslyn (p. 55): Through Vision Principle #3, the sector plan emphasizes the premise that Rosslyn will be a walkable neighborhood connecting people with community and choices. Central to this principle is the 18th Street Corridor, described as “The new heart of Rosslyn.” Through the imagery supporting this principle, the idea of an Open-an Air Metro entrance is illustrated to continue the active public plaza environment from Central Place plaza westward toward and beyond Fort Myer Drive. A significant aspect of this concept is the physical and visual; connections that should be provided from the Metro Station plaza as a centering site to Oak Street to the west and Arlington Ridge Road to the east, acknowledging that due to necessary offsets, it will be challenging to achieve a direct visual connection from Oak through to Arlington Ridge.

18th Street as One Among Several Public Spaces (pp. 64-65): The 18th Street public way general, and Metro Station plaza implicitly, is identified within Public Parks and Open Space Policy P2 as part of the call to “Create new linear connecting public open spaces.” This, and other parks policies, are recommended to help advance Public Parks and Open Space Goal #1 to “Achieve connectivity among a diverse network of public parks and open spaces that also engaged the Potomac Waterfront.”

Street and Block Pattern (p. 93): Regarding access and circulation, the Rosslyn Sector Plan includes a recommended street and block pattern that reduces block lengths and provides greater choice of route. As an integral part of this, the new 18th Street extension will permit more direct access to and from the Rosslyn Metro Station, particularly from points east and west. As reflected in the Street and Block pattern map (shown at right), the Metro Station site is envisioned as a major part of the public, pedestrian way through central Rosslyn.



18th Street Corridor Cross-Section Recommendations (pp. 99): In this section, the plan recognizes the importance of the 18th Street corridor extension and its future role as a central feature of Rosslyn. Site by site considerations are provided for each site of the corridor extension to be factored into future project improvements. For the subject site, the plan recommends major transformation to the Metro station entrance as an open air plaza announcing arrival in Rosslyn – and recognizes that coordination with redevelopment or major building renovations would likely be needed to achieve this envisioned change.

Improve the Existing Metro Station (p. 108): In the plan’s narrative on transit facilities, one of the first items addressed is the call to improve the existing Metro station. Recognizing its key role as part of the 18th Street Corridor, the plan recommends working with WMATA and other partners to transform this space by replacing the existing station entrance structure and building space above with a glazed canopy spanning from Rosslyn Metro Center and 1812 North Moore. In order to help facilitate this transformation from a physical standpoint, the plan also recommends working with WMATA to relocate the station’s turnstiles, paid fare zone, ticket vending machines and staff kiosk below-ground at the base of the escalators to free up valuable space for public passage at grade.

Parks – Metro Station Plaza Vision (p. 129): In the plan narrative on potential Rosslyn Metro Station Area park amenities, and new and revitalized parks, Metro Station Plaza is specifically noted as a key park space with associated identity, typology, and general park description.

CHART 3.5 ROSSLYN'S NEW AND REVITALIZED PARKS—AT A GLANCE				
PARK	IDENTITY	RELEVANCE TO FRAMEWORK POLICY DIRECTIVES	TYPOLGY	PARK DESCRIPTION
Metro Station Plaza	Public Interaction Around Transit	P4	Revitalizing Space	Public plaza with canopied areas, retail, public art and music

18th Street – Rosslyn’s New Urban Spine (p. 142-5): In the plan’s more detailed recommendations involving 18th Street, the sector plan reiterates much of the same ideas presented on page 99 of the plan, particularly as it relates to the Metro Station Plaza as a space for “Public Interaction Around Transit”. Additionally, it provides a conceptual plan for the entirety of the corridor extension, showing the transformed, open-air Metro Station Plaza as a central focal point of Rosslyn along this new corridor.



Figure 3-4 (from page 144 of Rosslyn Sector Plan)

C-O-Rosslyn: In 1998, the County Board approved a site plan and rezoning for the subject site, which rezoned the entirety of the site plan to C-O-Rosslyn and provided for the redevelopment of the metro station with a 25-story office tower. The site plan was never built, and expired in 2007. However, the site is zoned C-O-Rosslyn.

The purpose of the C-O-Rosslyn district is to advance the policies contained in the Rosslyn Sector Plan. As such, the district contains special considerations for bonus height and density. Site plan base density for office uses is 3.8 FAR; however, the district allows for site plans to achieve up to 10.0 FAR provided that “features, design elements, services, or amenities” as called for in the Rosslyn Sector Plan are found by the County Board to be provided.

Preliminary Issues: The applicant has submitted a plan that does not comply with the Rosslyn Sector Plan’s vision for an open-air Metro Station Plaza. However, the sector plan (P. 99) also envisioned that the full Metro Station Plaza would be provided at full redevelopment of the subject site. Given that the applicant contemplates the proposed improvements as a temporary retail rebranding, an interim solution for the site could be appropriate provided that it meets the intent of the sector plan especially as it relates to the physical and visual connections to the 18th Street Corridor. Below are some of the major issues identified by staff with the interim solution:

18th Street Corridor – The sector plan refers to the 18th Street Corridor as “Rosslyn’s New Urban Spine,” with the Metro Station as the central focal point. It is essential that this site become part of the east-west pedestrian transportation corridor that is developing. The current proposal includes a pedestrian crossing that is not at-grade, is much narrower than is contemplated on the sector plan’s Street and Block Pattern Map, and does not provide a clear, visual connection with the remainder of the corridor. In addition, the architectural scheme proposed does not provide suitable transparency for achieving a clear view through the block. The sector plan recommends 60’ between building faces at this site.

N. Fort Myer Drive Design – While the applicant’s proposed N. Moore Street frontage generally achieves the intent of the sector plan in providing a visual and functional thoroughfare through the block through its massing and design, the N. Fort Myer Drive façade does not meet the sector plan goals for the 18th Street Corridor. The massing provides only a small opening through the building mass at this location which will impede efforts to realize the 18th Street Corridor as a pedestrian street. In addition, the facades do not provide the transparency and activation necessary to entice pedestrians through the block at this location.

Metro Station Plaza – The sector plan contemplates the subject site as the focal point for the 18th Street Corridor and for transportation in Rosslyn. This plaza is visible only on the N. Moore Street frontage, and is only minimally activated. In addition, the plaza should be redesigned to include better incorporation of public seating areas, and areas that could be programmed for public uses, including public art. Steps should be taken to bring this plaza more into conformance with the vision of the sector plan.

Streetscape – The sector plan recommends an 18’ streetscape on N. Moore Street south of 19th Street N. Precise location of the stairs from the plaza onto this frontage should be evaluated to prevent pedestrian congestion at this location.

Metro Access – The proposal would narrow the entrance to the metro station from N. Moore Street. In addition, not enough visibility for the metro is provided from the N. Fort Myer Drive frontage.

SPRC Neighborhood Members for this Site Plan:

Sylvia Kendra	North Rosslyn Civic Association	sylviakendra@icloud.com
Stan Karson	Radnor/Fort Myer Heights Civic Association	Dcstan@aol.com
Mary-Claire Burick	Rosslyn Business Improvement District (BID)	mburick@rosslynva.org

Planning Commissioners Chairing This Item:

Nancy Iacomini	Planning Commission Chair	Berternie.iacomini56@gmail.com
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Staff Members:

Matthew Pfeiffer	CPHD Planning	mpfeiffer@arlingtonva.us
Joanne Gabor	DES Transportation	jgabor@arlingtonva.us