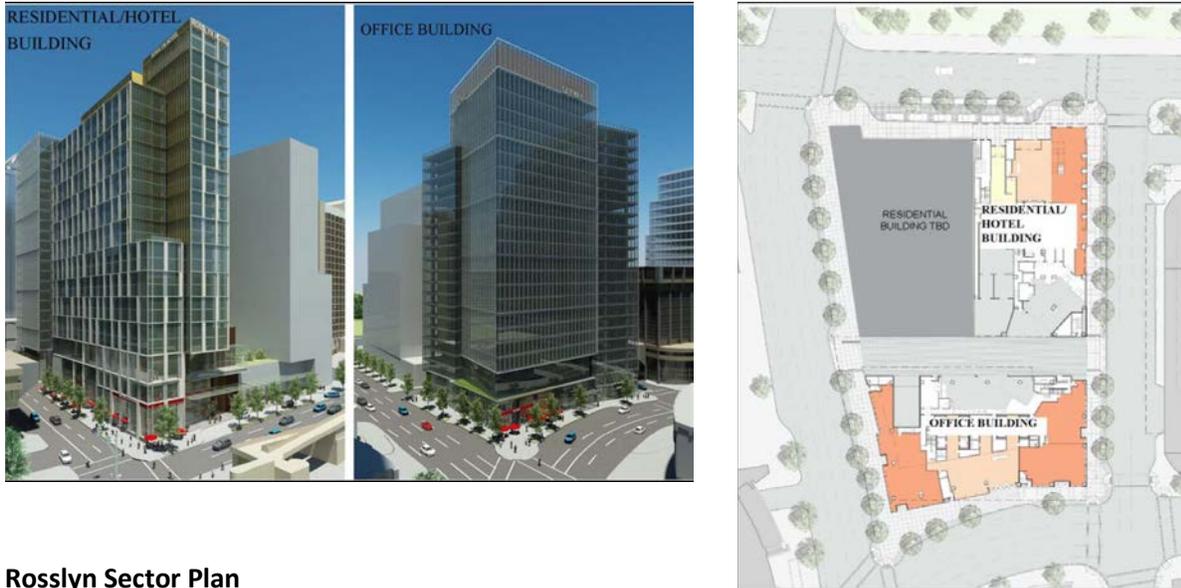


Staff Responses to Questions Raised by Citizens Regarding Extension of Rosslyn Gateway Final Site Plan and Vacations

1/23/2017

The Phase 1 final site plan and vacations of the existing slip road for the Rosslyn Gateway Project (SP #419) were approved by the County Board on July 21, 2012 for a five year term. In anticipation of the expirations next summer, the applicant, JBG, is requesting extension for an additional three years.



Rosslyn Sector Plan

During the course of the review staff received comments from the North Rosslyn Civic Association, as well as individual citizens living within Rosslyn expressing concern about the approved site plan/vacations and their consistency with the Rosslyn Sector Plan. Citizens and the civic association expressed general concerns about the approved building footprint and placement in relation to N. Fort Myer Drive, and a desire for additional open space and/or streetscape width along this frontage. Citizens cited opposition to the approved vacations with the assumption that this area could be converted to open space.

It is important to understand the long-term thinking about building placement in Rosslyn and this block in particular. The 1992 Rosslyn Station Area Plan Addendum includes guidance for the Sites B/C (the blocks bounded by 19th Street, Lee Highway, Fort Myer Drive and Lynn Street), which in part informed the review of the Rosslyn Gateway PDSP and Site Plan proposals in 2011/2012. Elements of plan guidance that were factored into the design and approval of the Rosslyn Gateway site plan and PDSP include examples such as:

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

- “Strong street walls should be established on all adjacent streets with the possible exception of Lee Highway, and then only if significant open space is achieved.” and “It is important to reinforce the streetwall along both Fort Myer Drive and 19th Street...”

SP #419 had been approved by the time the Realize Rosslyn process was under way in 2014. As a result, much of the guidance specific to the Rosslyn Gateway site contained in the 2015 Rosslyn Sector Plan included details specific to the site plan approval. However, as stated above, the site plan was consistent with much of the long-term thinking about this site contained in the 1992 Plan. The following guidance pertaining to this site is contained in the Rosslyn Sector Plan:

- **Streets and Sidewalks:** Consistent with the 1992 Plan recommendations to remove the reverse flow, mini-loop road lanes, street and sidewalk specifications for the Rosslyn Gateway FSP and PDSP proposals were evaluated by staff based upon the Rosslyn Multimodal Transportation Study (12/2011 Draft), which resulted in plan revisions for consistency with the MTS recommendations prior to County Board approval;
- **Use Mix:** Inclusion of a fully mixed-use project with 490,056 square feet of office, 148 hotel rooms, 273 residential units, and 26,376 square feet of retail will advance the Plan’s Urban Design, Land Use and Sustainability Goal #1 (page 66), and associated policies U1-U3, to “Foster a balanced mix of land uses and a high-density development pattern to support a variety of people and activities.”
- **Building Height:** As approved, the FSP and PDSP would provide buildings with heights of 300 feet, 285 feet and 247 feet above average site elevation, providing a variety of building heights as called for in Building Height and Form Goal #1 (page 65), and associated policies B1-B3. This variety helps to advance the “Peaks and valleys” approach to building heights set forth in the plan to advance the achievement of many plan goals. The overall composition of the site plan buildings and heights would also provide a more dynamic skyline presence facing the northern gateway into Rosslyn, as encouraged in both the 1992 and 2015 sector plans; and
- **Parks and Open Space:** As approved, the FSP and PDSP would bring the northern building edges of the residential/hotel and residential buildings closer to Gateway Park, as recommended in the Rosslyn Sector Plan by “better integrating the park into the Rosslyn’s urban fabric”. (p. 132) Additionally, consistent with the sector plan’s recommendation that projects not providing on-site open space should be given consideration for its ability to contribute to the enhancement or creation of one of the key elements of the Rosslyn parks network” (p. 151), the site plan approval included a sizeable community benefit contribution to enhancements to Gateway Park.

Additional correspondence received by staff contained specific instances where citizens felt the SP #419 site plan approval was inconsistent with the Rosslyn Sector Plan. These are responded to below:

- Page 18 of the Plan establishes a vision for Rosslyn as a "proud gateway into Arlington and the Commonwealth of Virginia." The vision depicted is a solid wall of buildings, one that additionally narrows the entrance to Rosslyn significantly.

(Staff response: This goal of a “proud gateway” is cited from the 1992 Rosslyn Station Area Plan Addendum, which was referenced in the evaluation of the Rosslyn Gateway SFP/PDSP as approved in 2012. Furthermore, as the 2015 Rosslyn Sector Plan reinforces the “important gateway” essence of Rosslyn in its vision statement (p. 49), staff finds the Rosslyn Gateway approval from 2012, with varied heights, tower orientation and overall building form generally

consistent with this.)

- Page 22 of the Plan states that Rosslyn will have a surrounding neighborhood of "medium density residential apartment complexes." New buildings that are 323 feet and 270 feet foot tall do not represent medium-density.

(Staff response: The Rosslyn Gateway site is situated within the 65-acre Rosslyn Coordinated Redevelopment District one-half block from the Rosslyn Metro Station. The site is not in a surrounding neighborhood as referenced above.)

- Page 31 of the Plan "encourages a greater variety of building height, form, and architecture. " At 323 feet and 270 feet, the proposed buildings are the same height as the closest residential building, namely Turnberry Tower at 300 feet.

(Staff response: As approved, the FSP/PDSP heights to the main roof for the three Rosslyn Gateway buildings are 300 feet, 285 feet, and 247 feet above average site elevation. A difference in height of 53 feet between the tallest and lowest buildings in Rosslyn Gateway represents one of the greatest differences in building height for any multi-building C-O Rosslyn site plan approved to date.)

- Page 39 of the Plan calls for "expanding Rosslyn's tree canopy from approximately 5% to at least 15%." Using the space provided by a vacated slip road to expand the building's footprint is inconsistent with expanding tree canopy.

(Staff response: Consistent with the 1992 Plan and 2011 Multimodal Transportation Study, the approved Rosslyn Gateway project eliminates the loop road and repurposes that space as part of its building envelope. In doing so, enhanced streetscapes will be provided with the provision of street trees consistent with County standards.)

- Page 42 of the Plan calls for "reclaiming excess roadway area for expanded sidewalks, landscape, bike facilities." Using the space provided by the vacated slip road to expand a building's footprint is in flagrant violation of this provision.

(Staff response: This statement was provided as an opportunity for helping to enhance the walking environment, which currently faces many challenges. However, the sentence that follows that passages from the plan also states: "Renovate/redevelop aging buildings with edges that engage adjacent sidewalks, parks and plazas – which is something that the 2012 Rosslyn Gateway approval achieves.)

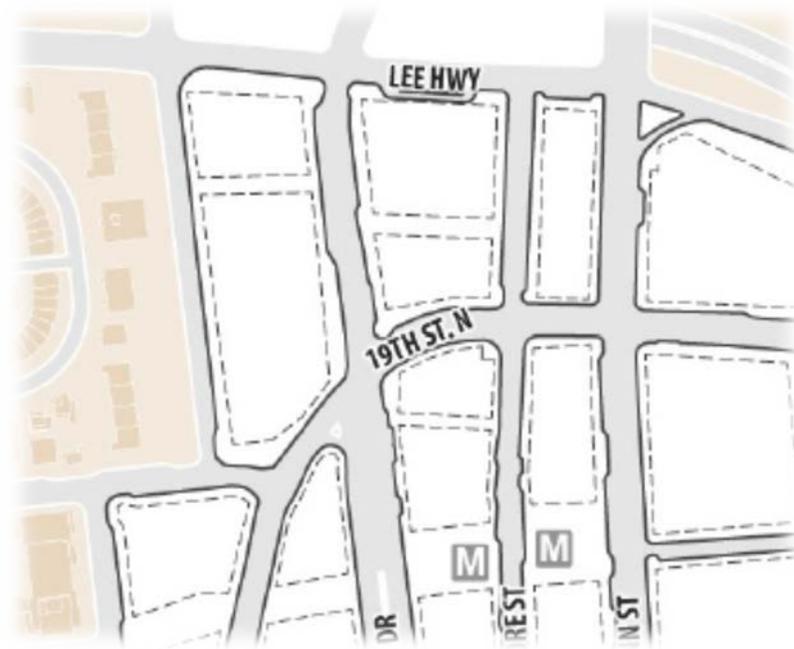


Figure 1: Rosslyn Sector Plan Recommended Build-to Lines

Community Benefits

The “C-O-Rosslyn” zoning district permits site plan projects to be considered at a density of up to 10.0 FAR and a height of up to 300 feet. In order to achieve these levels of development, site plan projects are expected to provide extraordinary community benefits in exchange for densities and heights that exceed the base densities permitted in this zoning district. For the 2012 approval, staff worked with the applicant to formulate a community benefits proposal that directly benefited the immediate Rosslyn community. This is summarized below:

- **Community Benefits Package:** Utilizing base site plan densities of 3.8 FAR (commercial) and 4.8 FAR (residential and hotel), staff calculated the potential bonus density for the PDSP at 517,810 square feet, of which 445,086 square feet is used now by the FSP. The community benefits package is being formulated to require the applicant to make significant financial contributions to four areas (listed in no particular order of importance): 1) affordable housing, 2) Gateway Park, 3) off-site transportation improvements, and 4) public art initiatives. The total PDSP community benefits package is a value of approximately \$30 million.
- **Affordable Housing:** The Zoning Ordinance requires a contribution for affordable housing purposes in the amount of \$5,155,698 for the PDSP. Of this amount, \$4,668,403 is required to be provided with the FSP. The subject community benefits package proposes a \$6,000,000 contribution for affordable housing initiatives, which is an amount greater than required by the Zoning Ordinance.
- **Gateway Park:** Rosslyn’s Gateway Park is a community recreational resource located above Interstate 66, and is located across Lee Highway to the north of the subject site. This amenity

is accessed by at-grade pedestrian crossings and a skybridge that crosses Lee Highway, which will be removed in association with construction of the residential/hotel building.

Improvements to Gateway Park have been identified as a primary goal for the redevelopment of Rosslyn. It is anticipated that the on-going update to the Rosslyn Station Area Plan Addendum will provide guidance for park and open space improvements in Rosslyn. Following adoption of this update, it is envisioned that a master park planning effort will commence for improvements to Gateway Park based upon the guidance provided in the updated Sector Plan. Considering the ultimate design of these improvements, it is estimated that the redevelopment of this resource could cost up to \$20 million. The community benefits package proposes a \$7,477,765 contribution to be used towards improvements to Gateway Park.

- Off-Site Transportation Improvements: The Rosslyn Multimodal Study is a companion document to the update of the Rosslyn Station Area Plan Addendum. The Multimodal Study provides recommendations for transportation improvements in the Rosslyn area such as, but not limited to, the conversion of Fort Myer Drive and North Lynn Street to two-way streets, potential creation of a festival street environment for North Moore Street, improved streetscapes, and increased curb space management activities. In support of these efforts, the subject community benefits package proposes a \$9,500,000 contribution to be used towards off-site transportation improvements near the core of Rosslyn.
- Public Art: The Corridor of Light initiative is a public art program designed to provide a series of luminous bodies within the streetscape along North Lynn Street. The project stretches from the Meade Street Bridge to the Francis Scott Key Bridge. The subject community benefits package proposes a \$750,000 contribution to be used towards advancing efforts associated with the Corridor of Light program.

2016 Site Plan Extension

There are no changes proposed by JBG to the 2012 Final Site Plan. Staff supports extending the site plan as approved, with updates to the site plan conditions to bring them to the current (2016) condition standards. Staff is not proposing any changes to conditions that contained site-specific, negotiated language, or that contained references to community benefits. As no changes are proposed to the subject site plan, staff does not recommend any changes to the community benefits package. The only major new condition recommended by staff (and agreed to by the applicant) is the In-Building First Responder Network condition requiring that infrastructure to be provided with the project.