

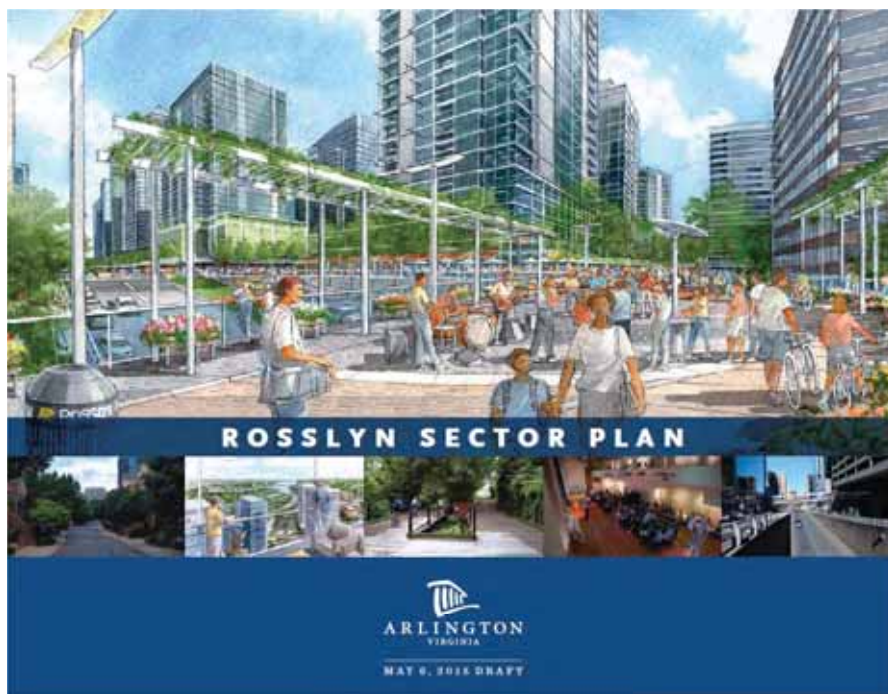
ITEM #44 | Rosslyn Sector Plan – Request to Advertise

County Board Meeting
June 13, 2015



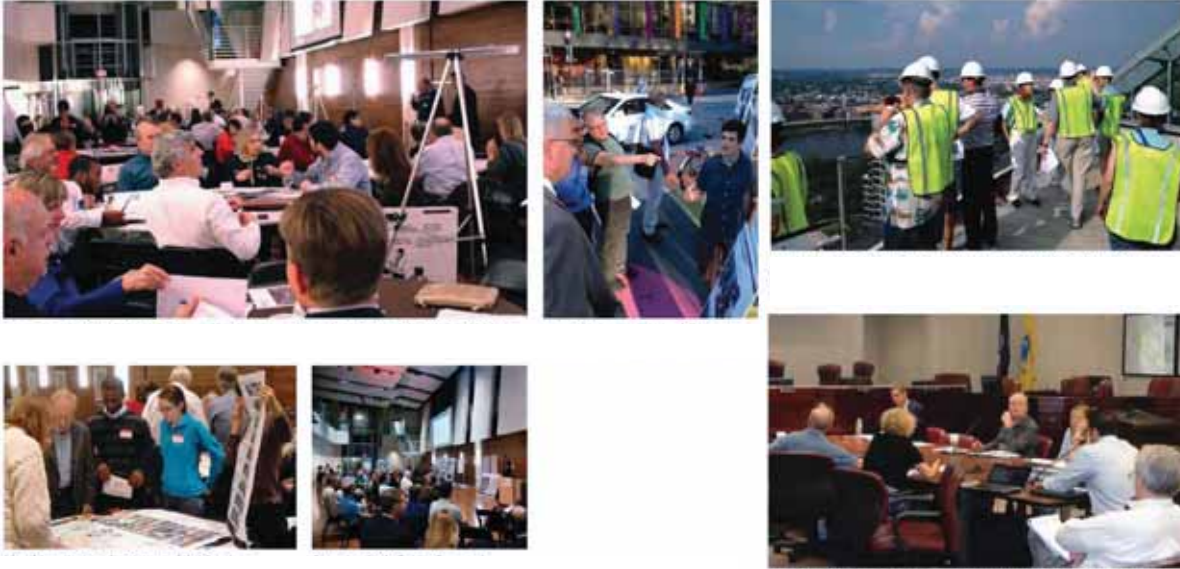
ITEM #44: Subject

- Request to Advertise Public Hearings to consider the adoption of the Rosslyn Sector Plan



The Realize Rosslyn Process

REALIZEROSSLYN a plan for a distinctive urban place



3

Interdepartmental Staff Team....

- **Department of Community Planning, Housing and Development** (*lead*)
- Department of Environmental Services
- Department of Parks and Recreation
- Arlington Economic Development

- Office of the County Manager

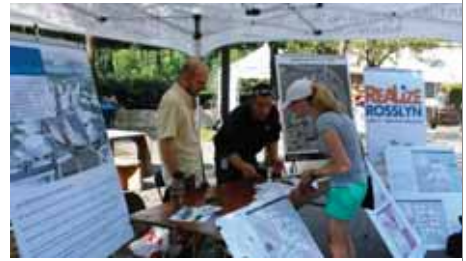


4

...Working with the Community

- **Rosslyn Process Panel**
- Planning Commission
- Rosslyn BID
- North Rosslyn C.A.
- Radnor-Fort Myer Heights C.A.
- Transportation Commission
- Park and Recreation Commission
- Housing Commission
- Urban Forestry Commission
- E2C2
- Property Owners
- Building tenants
- WMATA
- MWAA
- NPS
- Virginia OP3
- Visitors

- And **many** others



5

Why Plan for Rosslyn NOW?



- Rosslyn's 2nd generation of redevelopment has begun!
- How can we best build on investments made in Rosslyn?

6

Rosslyn, prior to the “Site Plan experiment”



Circa 1962

7

Rosslyn as Arlington's 1st Experiment w/ Site Plans




1962

- Rosslyn's unique location presented economic development opportunities to meet demand for new office space

8

Rosslyn as Arlington's 1st Experiment w/ Site Plans



AMES CENTER BUILDING
1820 North Fort Myer Drive
Arlington, Virginia

ULTRA-MODERN office building offering 160,000 square feet of office space, four parking decks to accommodate 450 cars, space also available for a bank, specialty shops and a restaurant.

LOCATED at the intersection of North Nash Street, Fort Myer Drive and Key Boulevard, THE AMES CENTER BUILDING is just over the Key Bridge in Rosslyn.

COMPLETION: Spring, 1965

INQUIRE by calling 525-7195 or write:

Builders/Owners: PRESTON CONSTRUCTION CORP.
SNELL CONSTRUCTION CORP.
MURPHY-AMES, INC.

333 South Glebe Road Suite 225 Arlington, Virginia 22204

SITE PLAN #1

- "Site Plan" procedure adopted in 1961 in response to Rosslyn's problems and potential

9

Rosslyn as Arlington's 1st Experiment w/ Site Plans



- Opened the development of marginal commercial and storage lands to a much more intensive and attractive use

10

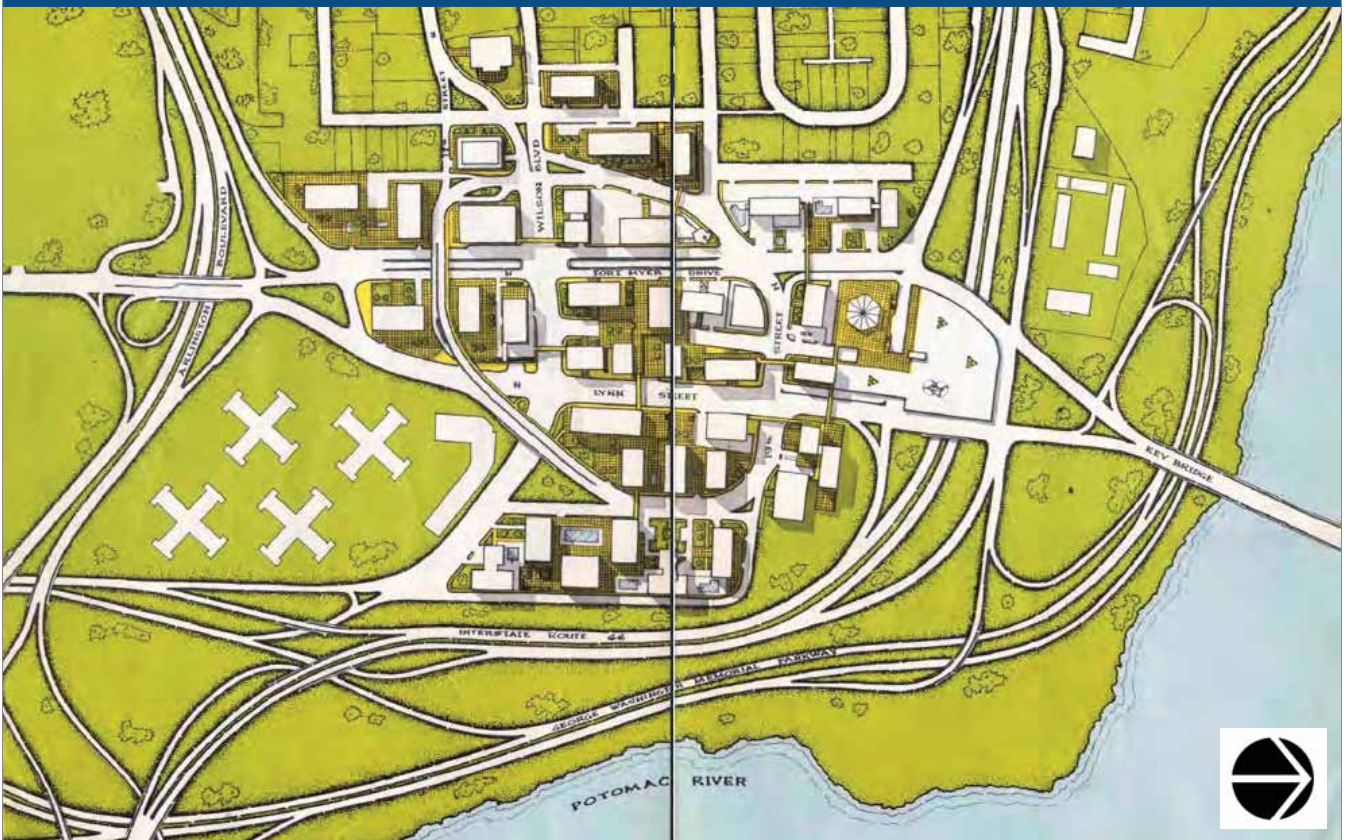
Rosslyn as Arlington's 1st Experiment w/ Site Plans



- Between 1962 and 1964, County Board approved site plans for about one-half of developable land in central Rosslyn

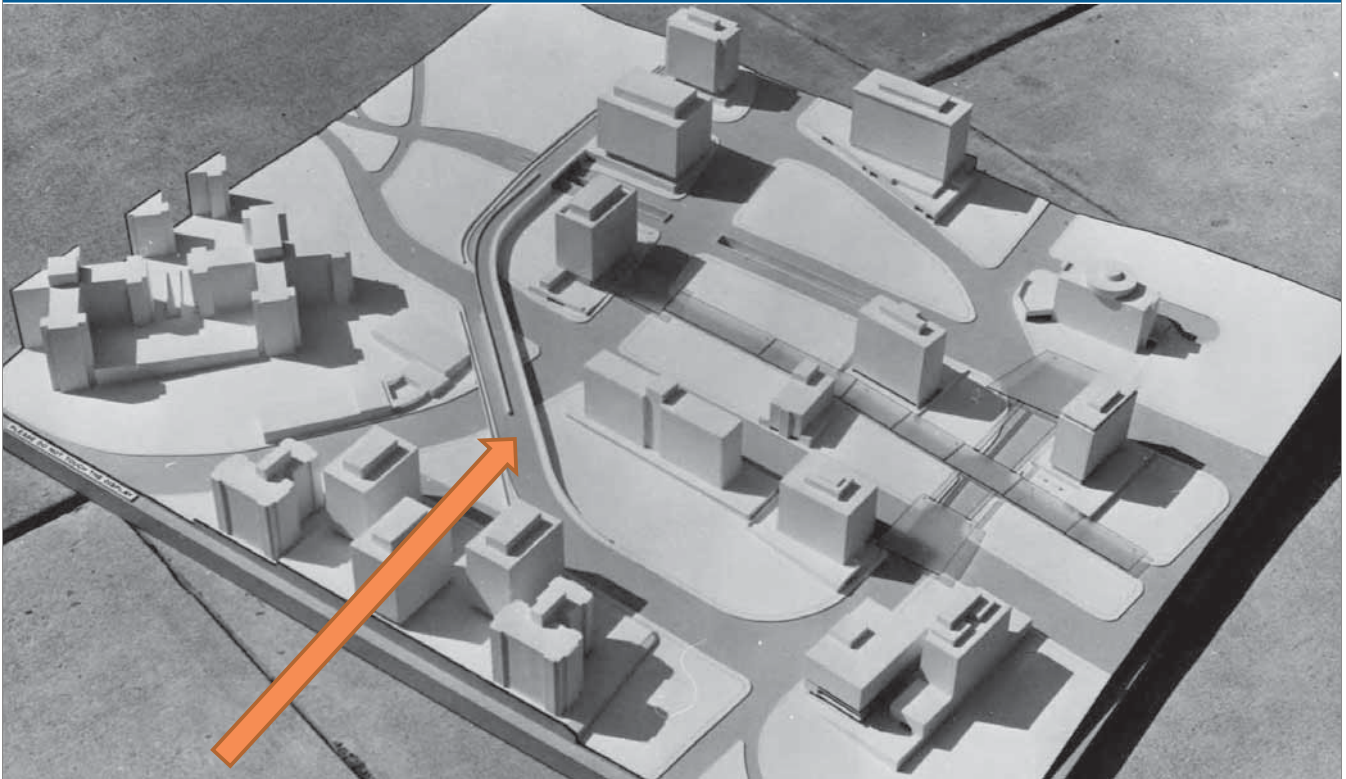
11

Rosslyn as Arlington's 1st Experiment w/ Site Plans



12

Rosslyn as Arlington's 1st Experiment w/ Site Plans



- The Loop Road as Rosslyn's organizing element

13

Rosslyn as Arlington's 1st Experiment w/ Site Plans



- While redevelopment was achieved, the on-the-ground results were not always ideal

14

Rosslyn as Arlington's 1st Experiment w/ Site Plans



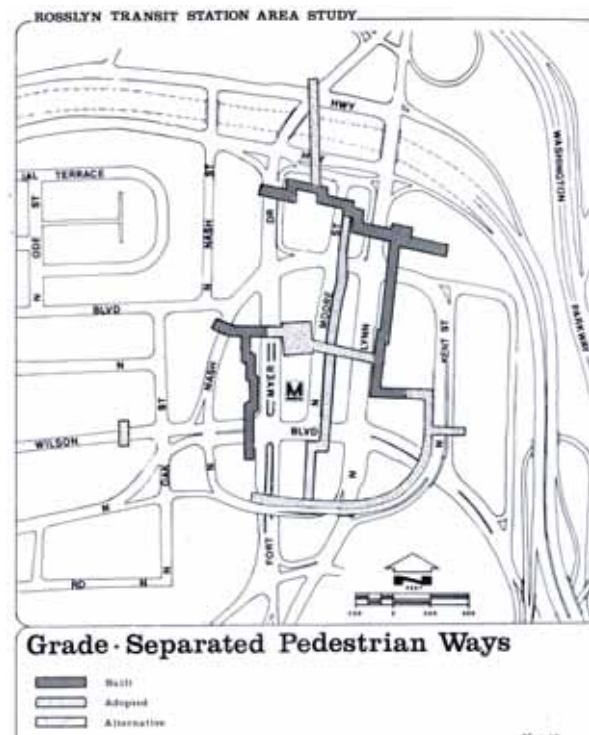
- A system of skywalks were an integral part of Rosslyn's early plans to raise pedestrians above streets so auto traffic could move more quickly

15

Rosslyn as Arlington's 1st Experiment w/ Site Plans

TOP 3 Takeaways from Rosslyn and The Site Plan Experiment

- It was successful, for meeting the main intent (of redevelopment) at the time
- Almost all site plan development was office, with some hotel
- Pedestrian facilities were inadequate, and often grade-separated



Map 17

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Watershed Event: Metro Opens in July 1977

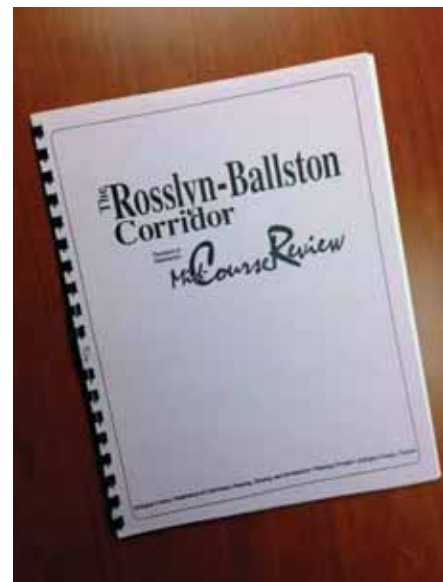


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Issues facing Rosslyn in 1989

(From the *Rosslyn-Ballston Corridor Mid-Course Review*, May 1989)

- The area has a **chaotic image**
- The **architecture is mediocre**
- The **pedestrian circulation is incomprehensible**
- There is **no focus** or central place
- There is an **overemphasis** on accommodating **vehicles**
- Rosslyn is on the **threshold** of a **second generation** of building



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Rosslyn Today



Metro Station Façade along Fort Myer Drive

Rosslyn Today



Metro Station Entrance from Fort Myer Drive

Rosslyn Today



Fort Myer Drive Streetscape/Ground Plane

Rosslyn Today



Wilson Boulevard Streetscape/Ground plane (1400 block)

Rosslyn Today



Wilson Boulevard Streetscape/Ground plane (1200 block)

23

Rosslyn Today



Wilson Boulevard Streetscape/Ground plane (1200 block)

24

Rosslyn Today



Fort Myer Drive cross-section, south of 19th Street

25

Rosslyn Today



Fort Myer Drive cross-section, south of Wilson Blvd.

26

Rosslyn Today



Fort Myer Drive, mid-block between Wilson and 19th Street

27

Rosslyn Today



Sunken open space, Rosslyn Plaza

28

Rosslyn Today



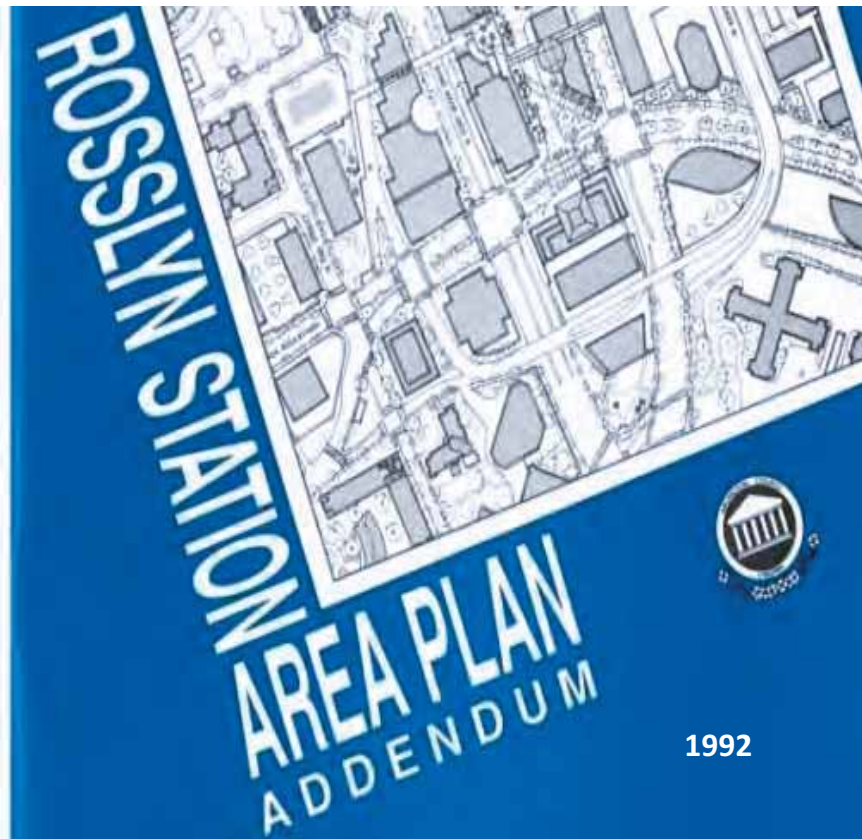
17th Street, 1400 block

Rosslyn Today



Rosslyn skywalk, above Moore Street

1992 Plan Addendum: Planning for Rosslyn 2.0



31

1996 – RCRD and “C-O Rosslyn”

“C-O Rosslyn” District Special Exception Site Plan

(provisions for additional density and height)

Standard Site Plan Density: 3.8 FAR; 4.8 FAR

Maximum Density: up to 10.0 FAR

Maximum Height: up to 300 feet

(additional height potential in two Central Place blocks)

Community Benefits: standard site plan conditions, including affordable dwelling unit provisions of Zoning Ordinance, **plus:**

- other important community benefits identified in approved plans for the area and meets the other special exception criteria of the Zoning Ordinance, for density between 3.8/4.8 FAR and up to 10.0 FAR

32

1996 – RCRD and “C-O Rosslyn”

2002 Resolution Governing Building Heights in Rosslyn

- Further articulates goals of General Land Use Plan and 1992 Rosslyn Station Area Plan Addendum
 - Greatest building heights closest to Metro
 - Tapering of building heights further away from Metro
 - Consider impact on “view corridors”
 - Design of building tops should consider impact on skyline

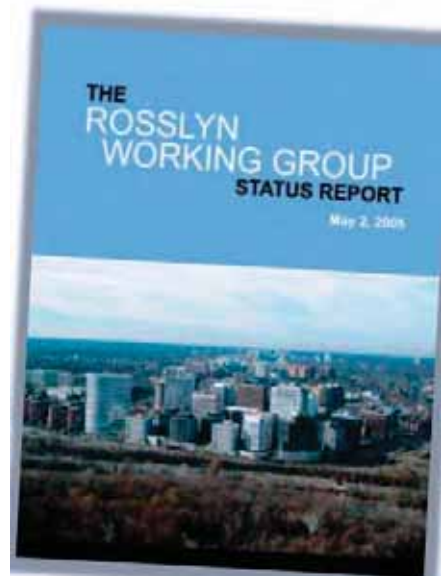
33

1996 – RCRD and “C-O Rosslyn”

2007 Resolution on Urban Design Principles for Rosslyn Central Place

(Prompted by review of development proposals for two Central Place blocks, and associated zoning ordinance amendment)

- Views from any public observation deck within Central Place should be preserved
- Calls for sculpted rooftop designs and significant tapering in height and form
- Reinforced incorporation of significant community benefits with additional density and height



34

A Few More Lessons Learned



Turnberry Tower and abrupt Nash Street transition

35

A Few More Lessons Learned...



Waterview, elevated terrace



36

...and Forward Progress



Central Place

37

...and Forward Progress



Central Place

38

...and Forward Progress



Rosslyn Gateway



...and Forward Progress



1401 Wilson Blvd., 1400 Key Blvd.

How does Rosslyn move forward?

How can Rosslyn become a great place?

And, how can Rosslyn realize its full potential?

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ROSSLYN SECTOR PLAN



ARLINGTON
VIRGINIA

MAY 6, 2015 DRAFT

Rosslyn Sector Plan - Scope of Study

Transportation



Public Parks and Open Space



Building Heights and Form



Urban Design



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Vision

A BOLD VISION

THE ROSSLYN VISION STATEMENT

"Rosslyn is Arlington's world class downtown: the greatest concentration of jobs, housing, and activities in Arlington; an important gateway between Arlington and the Nation's Capital; a preeminent destination with unparalleled views of and connections to Greater Washington; a vibrant and diverse community of people living, working, learning and playing together; a sustainable urban district that embraces its waterfront; a strong economic engine for the region and the commonwealth; the jewel of the Rosslyn-Ballston Corridor."



SIX VISION PRINCIPLES FOR ROSSLYN

Rosslyn will be a global destination with a dynamic skyline, unique vistas, and exceptional value

Rosslyn will be accessible via exceptional transportation connections and choices.

Rosslyn will be a walkable neighborhood connecting people with community and choices.

Rosslyn will be a good neighbor to adjacent communities, making sensitive transitions of building form and offering complementary housing and service options.

Rosslyn will be an urban district that celebrates the experience of nature and recreation through its diverse network of public parks, open spaces, and tree-lined streets.

Rosslyn will be a dynamic place inspired by its diverse mix of people and activity.

Illustrative Concept Plan



- A** Two-way Streets
- B** 18th Street Extension
- C** Metro Plaza
- D** New Ped/Bike Bridge Connections
- E** Gateway Park

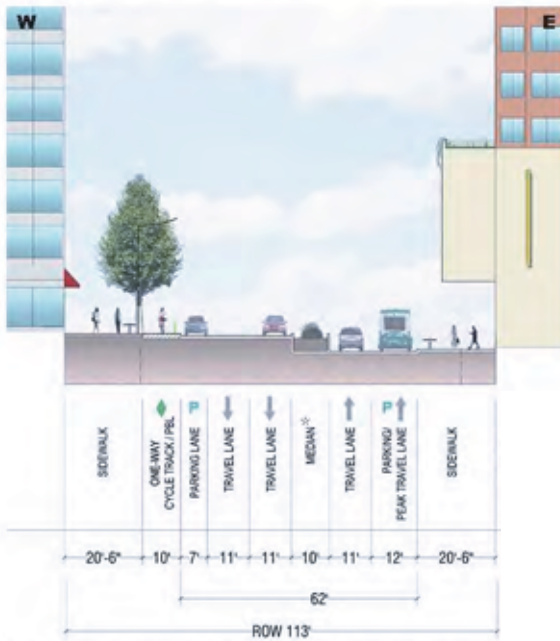
Illustrative Concept Plan



- F** Freedom Park
- G** 18th Street Corridor of Parks and Plazas
- H** Rosslyn Plaza Park
- I** Esplanade

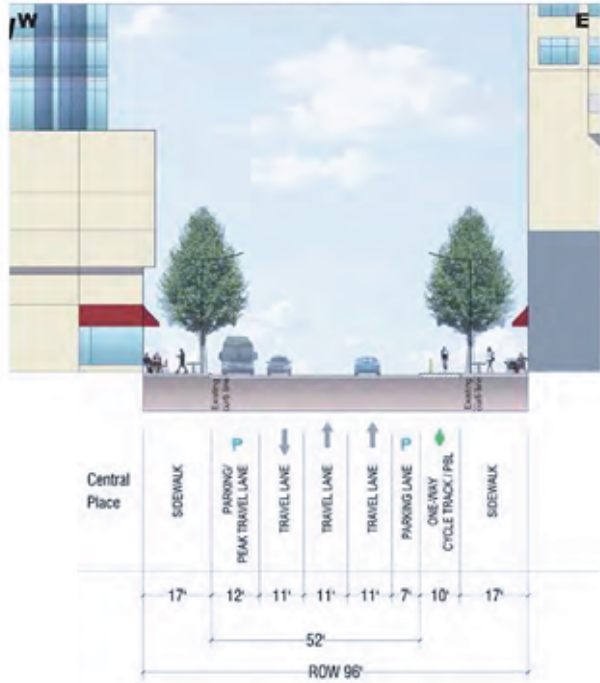
Two Way Streets (Lynn, Fort Myer, and Kent)

B N. Fort Myer Drive between Wilson Blvd. and 18th Street
Proposed 3+1 lanes with one-way cycle track/PBL



* Median height and width may vary pending further engineering

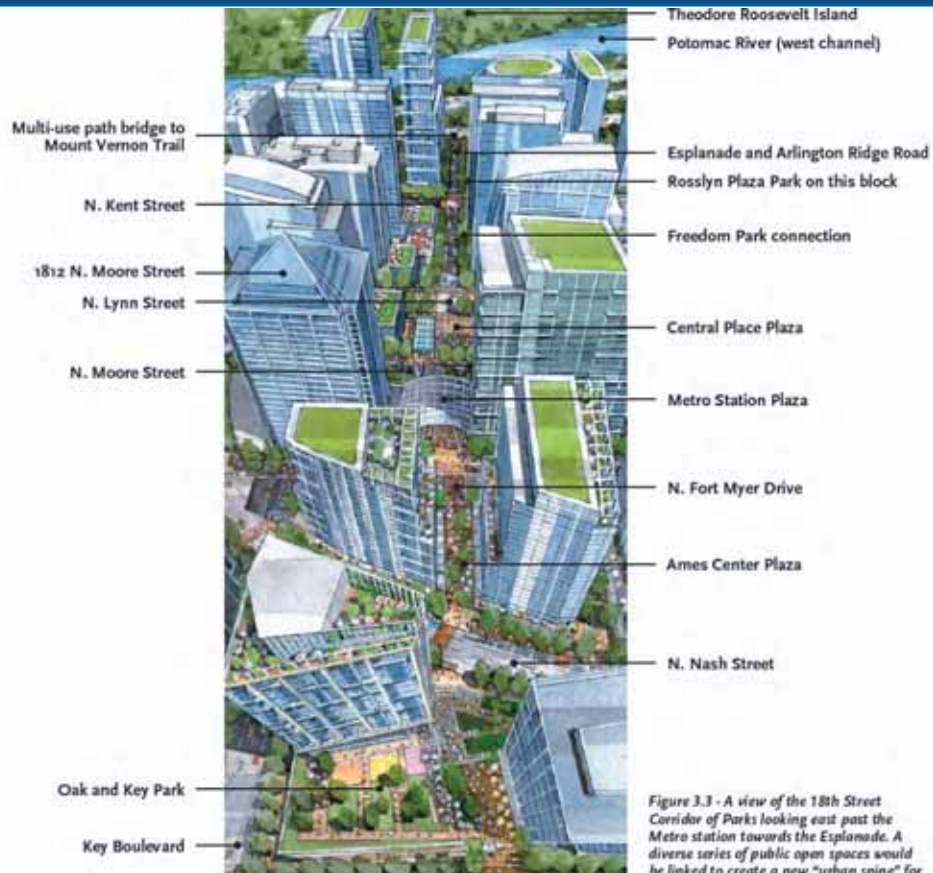
C N. Lynn Street from 19th to Wilson
Proposed 3+1 lanes with one-way cycle track/PBL



18th Street Extension / Parks



18th Street Extension / Parks

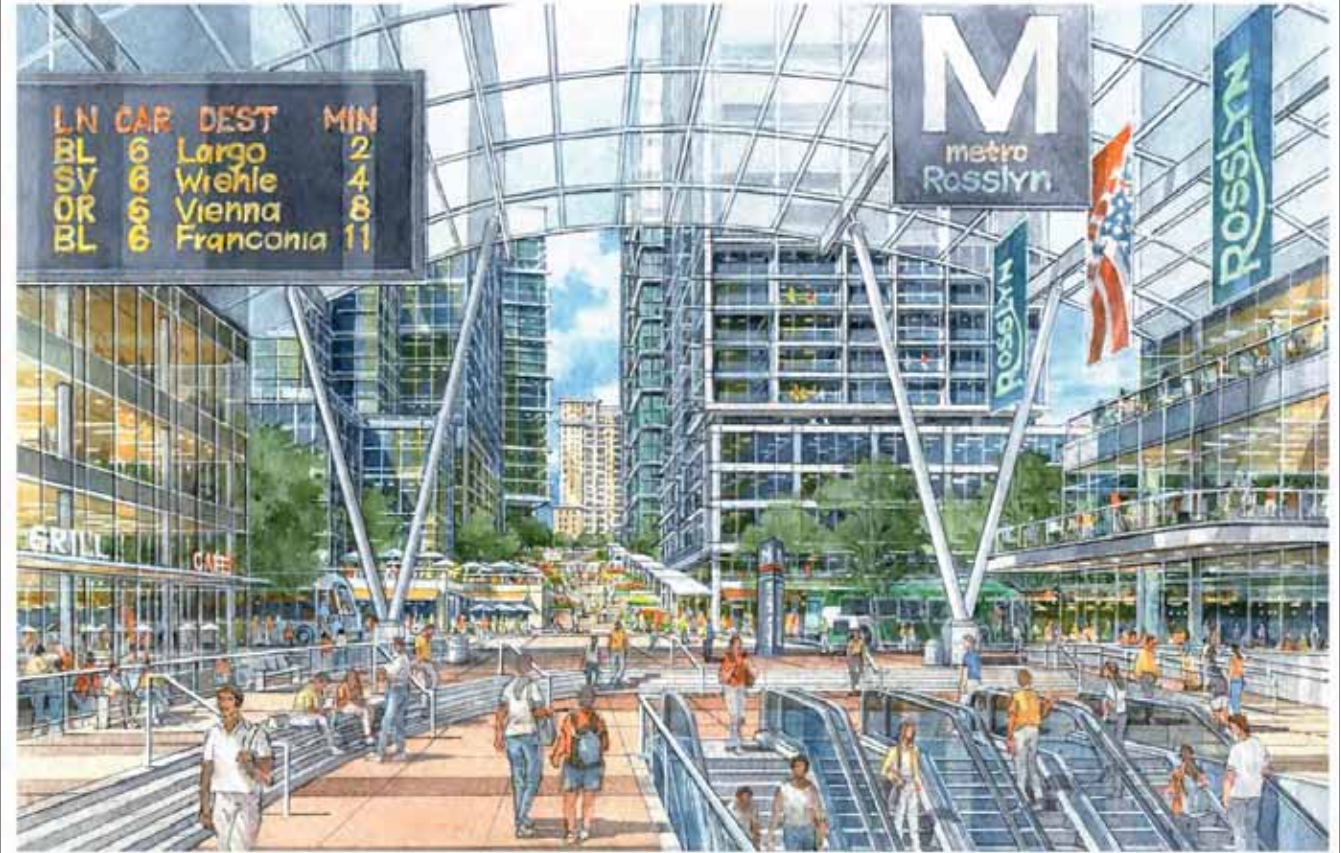


Metro Plaza/Station Enhancements

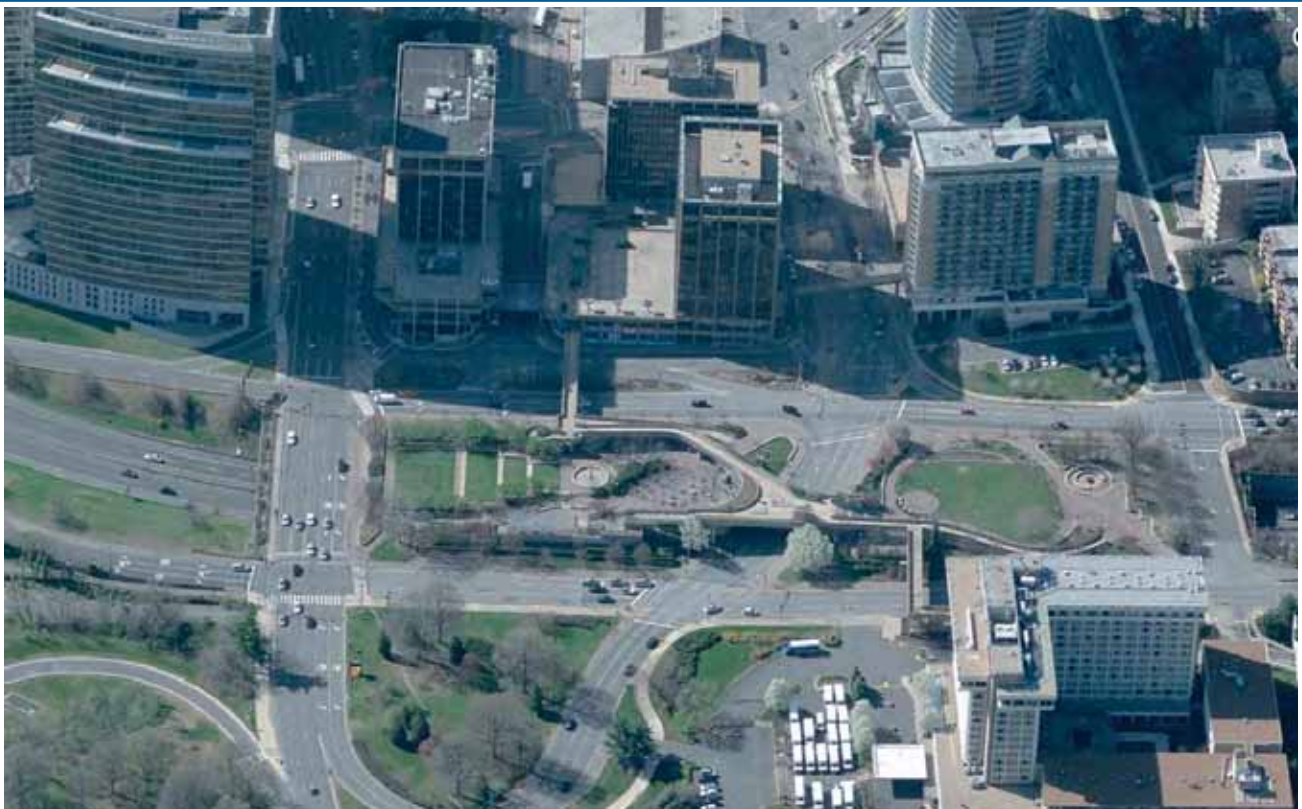


View of Metro Station entrance from Moore Street

Metro Plaza/Station Enhancements



Gateway Park Revitalization



View of Gateway Park and environs, from the north

Gateway Park Revitalization



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Freedom Park Expansion/Enhancement



View of 17th Street looking east near bridge over Fort Myer Drive

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Freedom Park Expansion/Enhancement



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Esplanade

MAP 3.1 | ILLUSTRATIVE CONCEPT PLAN



I

Esplanade

The Illustrative Concept Plan depicts enhanced access and mobility options, new and improved public spaces, and a deliberate approach to building form and massing to protect priority view corridors.

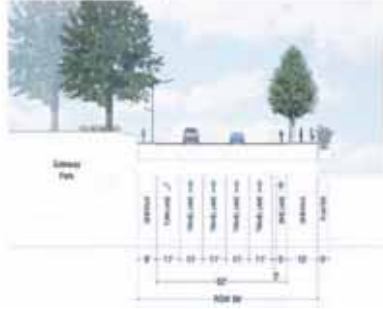
DISCLAIMER: THIS RENDERING IS AN ARTISTIC REVISION OF ONE VIEW THE ROSALYN SECTOR PLAN VISION AND RECOMMENDATIONS CAN BE ACHIEVED, FOR ILLUSTRATIVE PURPOSES ONLY.

56

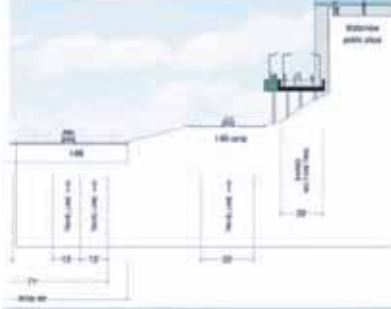
Esplanade



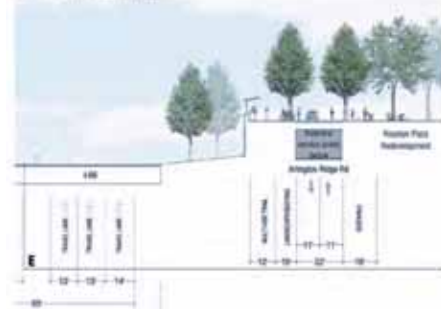
Lynn Street Bridge
Proposed road det. esplanade



I-66/Waterview
Proposed esplanade



I-66/Arlington Ridge Road
Proposed esplanade, street



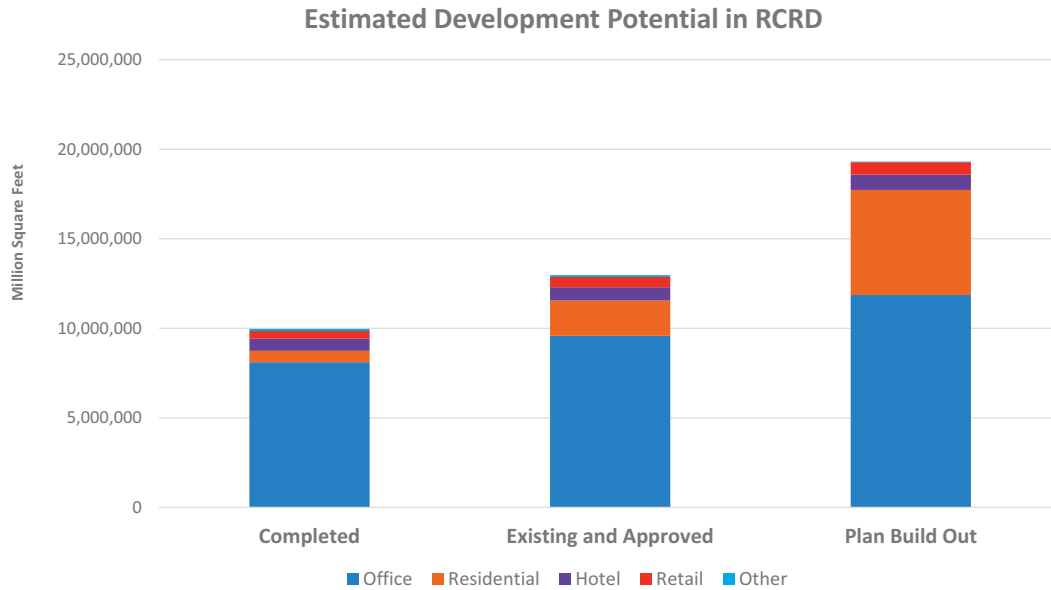
Building Height & Form

Peaks & Valleys Building Heights Policy



A Plan for Rosslyn's Future Growth

- **Potential for 12.5-13 million square feet of new development**
(beyond already approved site plans)
 - *Est. 1 million square feet more potential than under current "Taper Policy"*

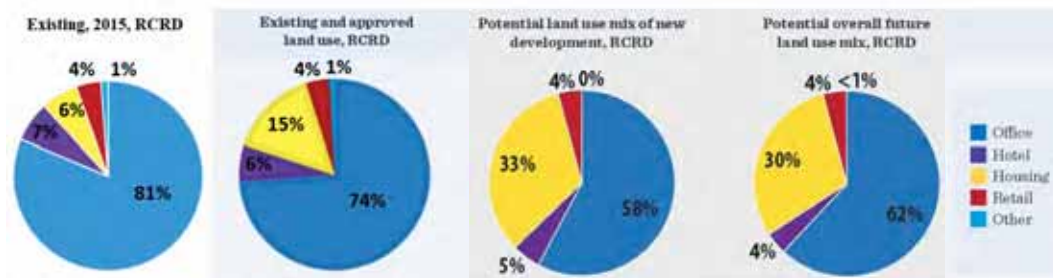


Land Use

Potential Illustrative Development Characteristics (square feet) Rosslyn Sector Plan

Land Use – Ultimate Build Out

Building Use	Existing	Existing/Approved	New Construction	Build Out
Office	8,107,000	9,582,000	7,294,000	11,859,000
Retail	426,000	576,000	468,000	698,000
Residential	635,000	1,971,000	4,193,000	5,867,000
Hotel	681,000	740,000	590,000	852,000
Other	119,000	100,000	0	30,000
TOTAL	9,968,000	12,969,000	12,545,000	19,306,000



Economic Analysis of "C-O Rosslyn" redevelopment

Office w/ Retail

Residential w/ Retail

8.0 FAR

Land Cost / Basis (\$M)	Rent /Sq Ft							Land Cost /Basis (FAR Ft)
	\$58.50	\$59.00	\$59.50	\$60.00	\$60.50	\$61.00	\$62.00	
\$100M								\$192
\$90M*								\$173
\$80M								\$154
\$70M								\$135
\$60M								\$115
\$50M								\$96
\$40M								\$77
\$30M								\$58

Land Cost /Basis (\$M)	Rent /Sq Ft							Land Cost /Basis (FAR Ft)
	\$3.25	\$3.30	\$3.35	\$3.40	\$3.45	\$3.50	\$3.55	
\$100M								\$192
\$90M*								\$173
\$80M								\$154
\$70M								\$135
\$60M								\$115
\$50M								\$96
\$40M								\$77
\$30M								\$58

10.0 FAR

Land Cost /Basis (\$M)	Rent /Sq Ft							Land Cost /Basis (FAR Ft)
	\$58.50	\$59.00	\$59.50	\$60.00	\$60.50	\$61.00	\$61.50	
\$100M								\$154
\$90M*								\$138
\$80M								\$123
\$70M								\$108
\$60M								\$92
\$50M								\$77
\$40M								\$62
\$30M								\$46

Land Cost /Basis (\$M)	Rent /Sq Ft							Land Cost /Basis (FAR Ft)
	\$3.25	\$3.30	\$3.35	\$3.40	\$3.45	\$3.50	\$3.55	
\$100M								\$154
\$90M*								\$138
\$80M								\$123
\$70M								\$108
\$60M								\$92
\$50M								\$77
\$40M								\$62
\$30M								\$46

* Cost to acquire older, but productive office building.

= Feasible
 = Potentially Feasible
 = Unlikely

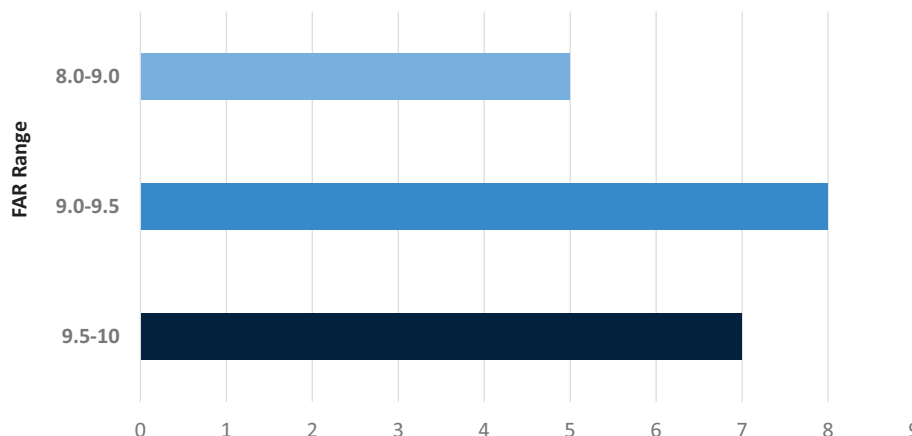
* Cost to acquire older, but productive office building.

= Feasible
 = Potentially Feasible
 = Unlikely

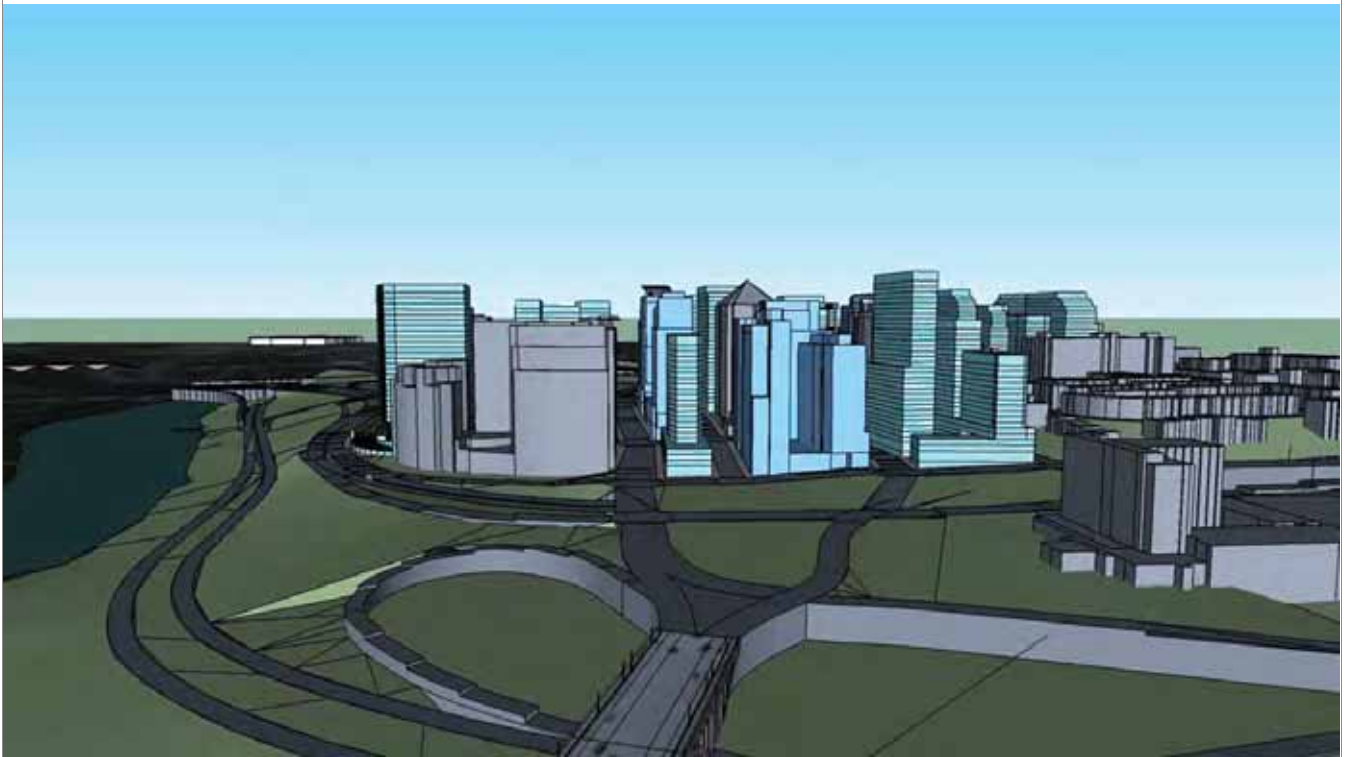
Estimated density yield, as modeled

- **70% of redevelopment sites modeled at 9 FAR or above**
 - Average of **9.2 FAR** density yield modeled across redevelopment sites in RCRD
 - Most sites below 9 FAR challenged by distinctive site conditions

Estimated Density Yield by Site, as modeled



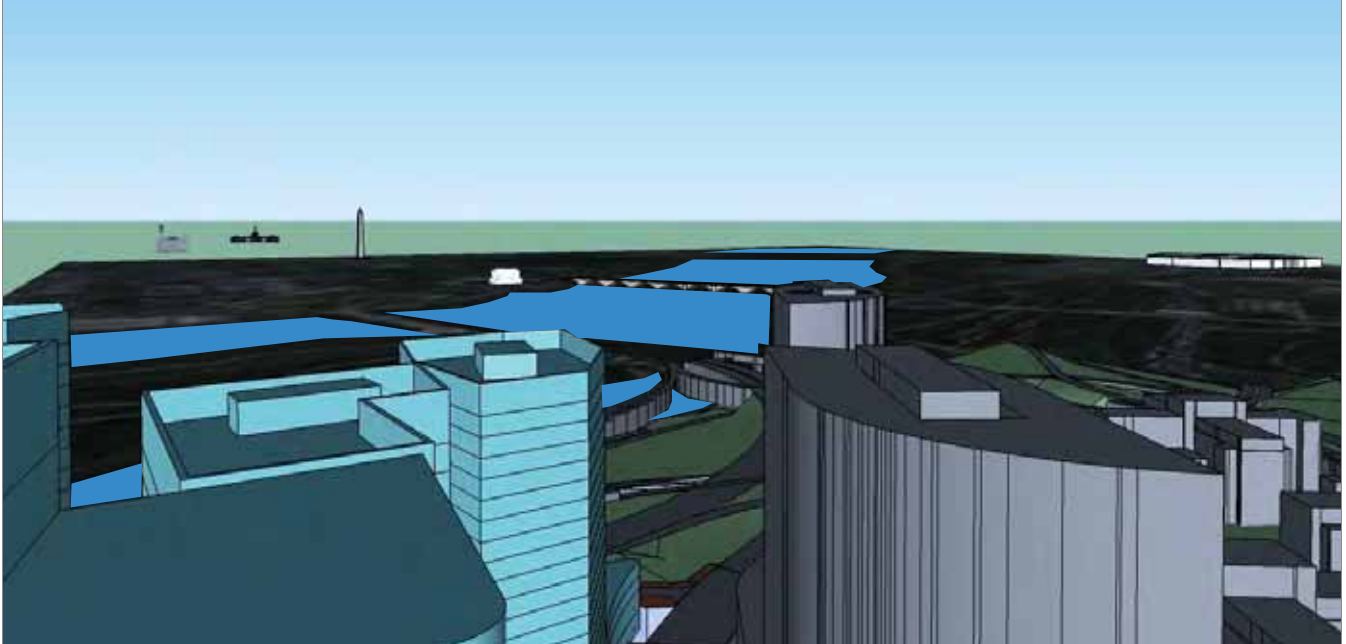
Peaks and Valleys: Fly Around the RCRD



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Observation Deck Views (ESE toward Monumental Core)

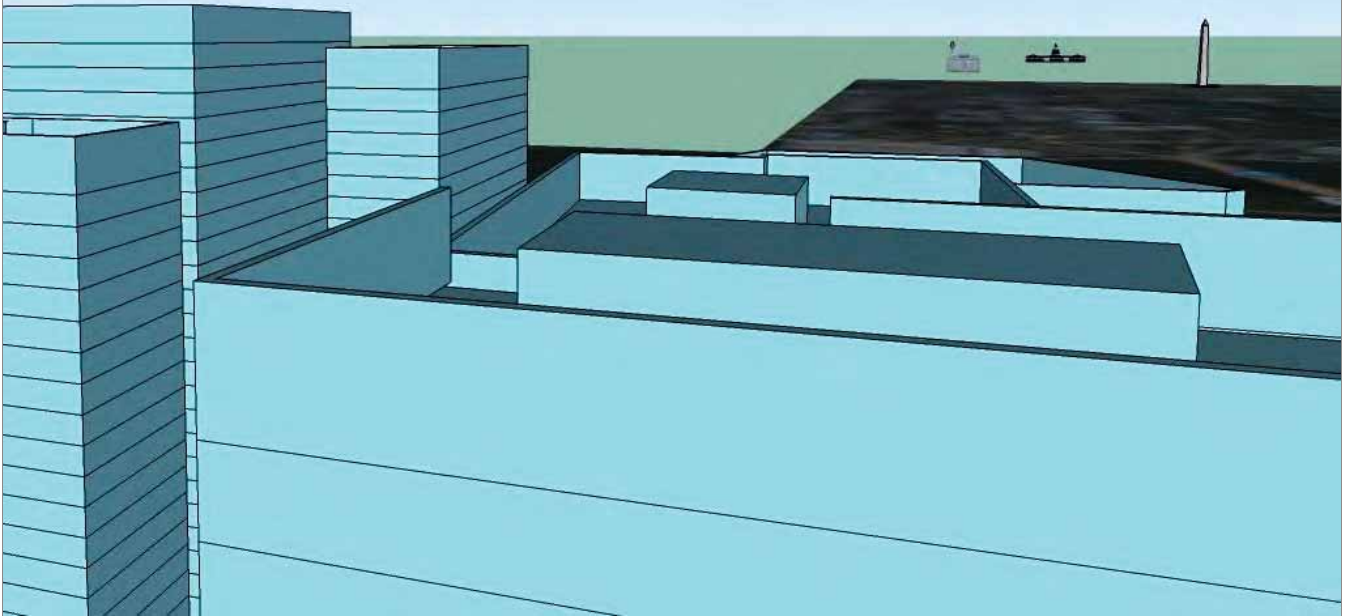
Estimated view from observation deck at $\pm 342'$ building height ($\pm 425'$ asl)



64

Observation Deck Views (east toward DC)

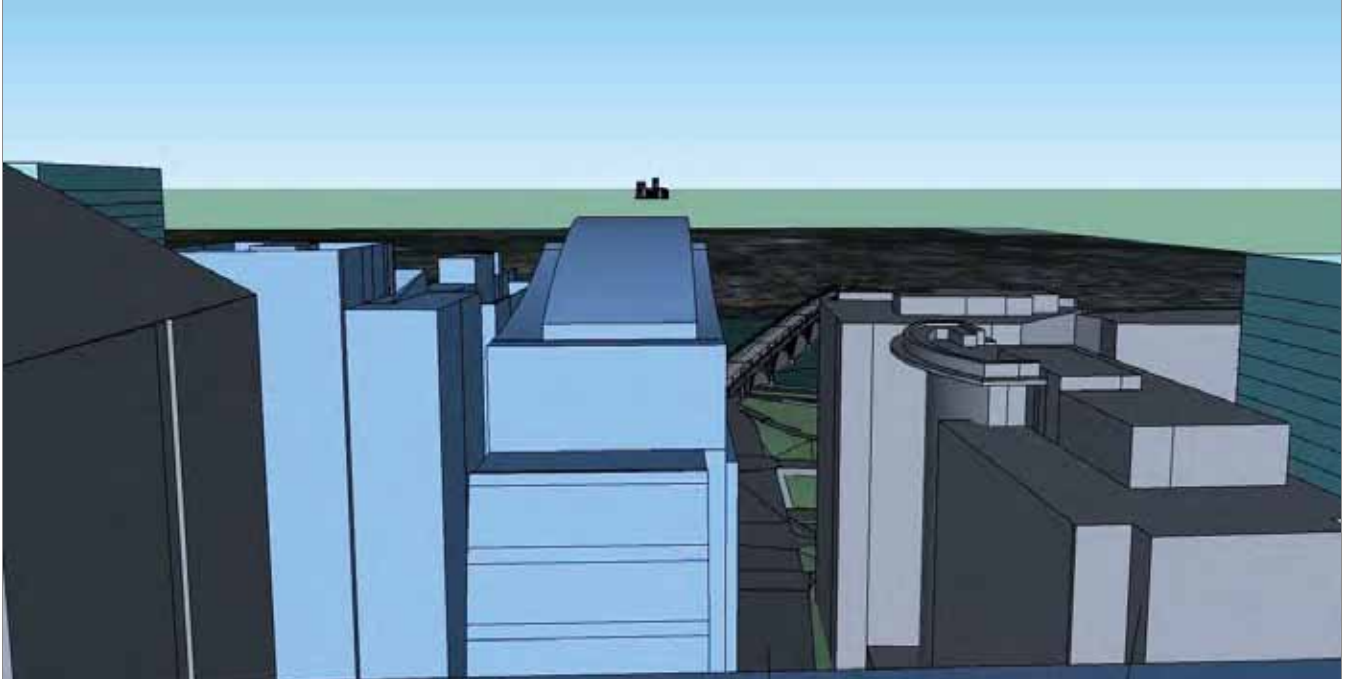
Estimated view from observation deck at $\pm 342'$ building height ($\pm 425'$ asl)



65

Observation Deck Views (north toward Georgetown/Lynn)

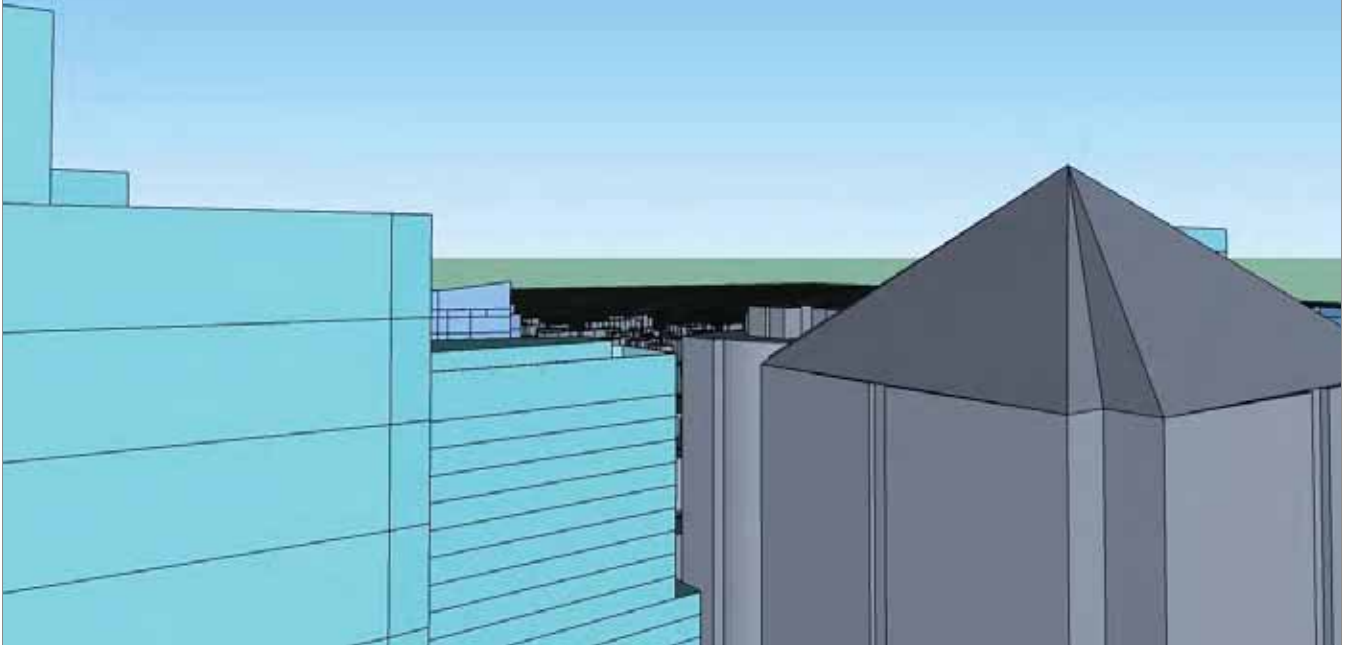
Estimated view from observation deck at $\pm 342'$ building height ($\pm 425'$ asl)



66

Observation Deck Views (northwest toward Potomac Gorge)

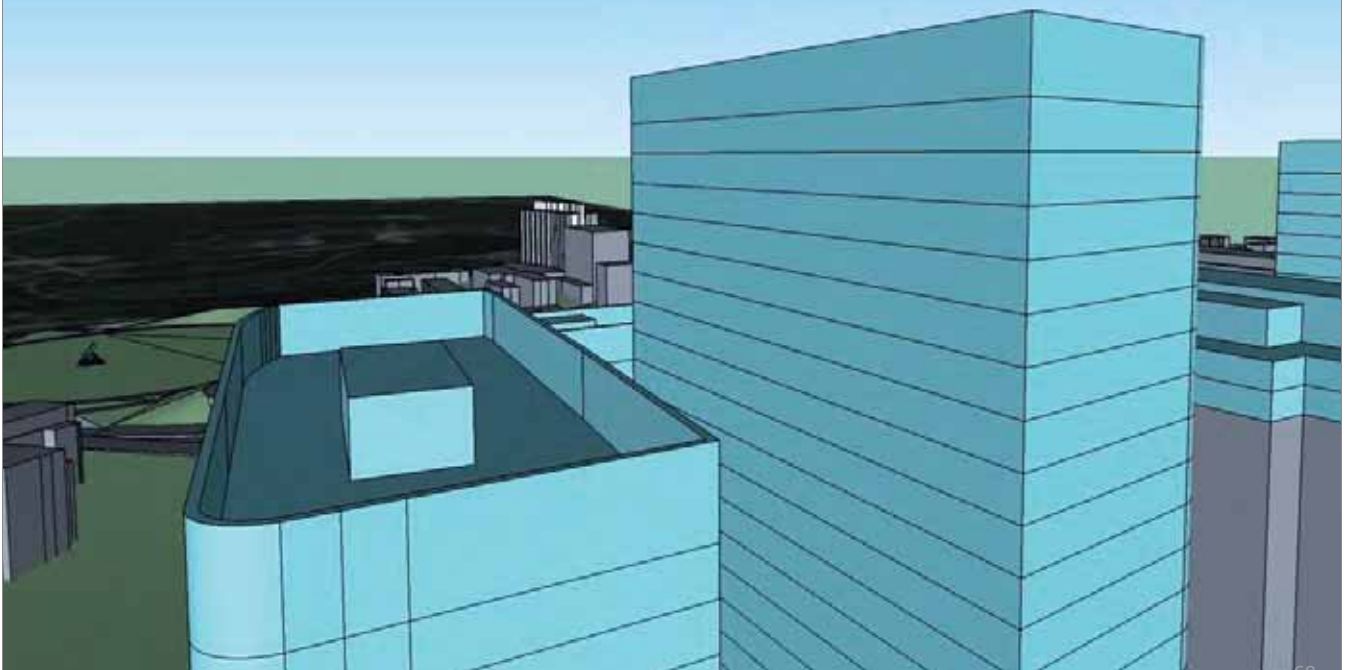
Estimated view from observation deck at $\pm 342'$ building height ($\pm 425'$ asl)



67

Observation Deck Views (south toward Cemetery)

Estimated view from observation deck at $\pm 342'$ building height ($\pm 425'$ asl)



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Implementation

- Ongoing or With Redevelopment (O);
- Short term, 1-3 years (ST);
- Mid-term, 4-9 years (MT); and
- Long-term, 10 years or longer (LT).

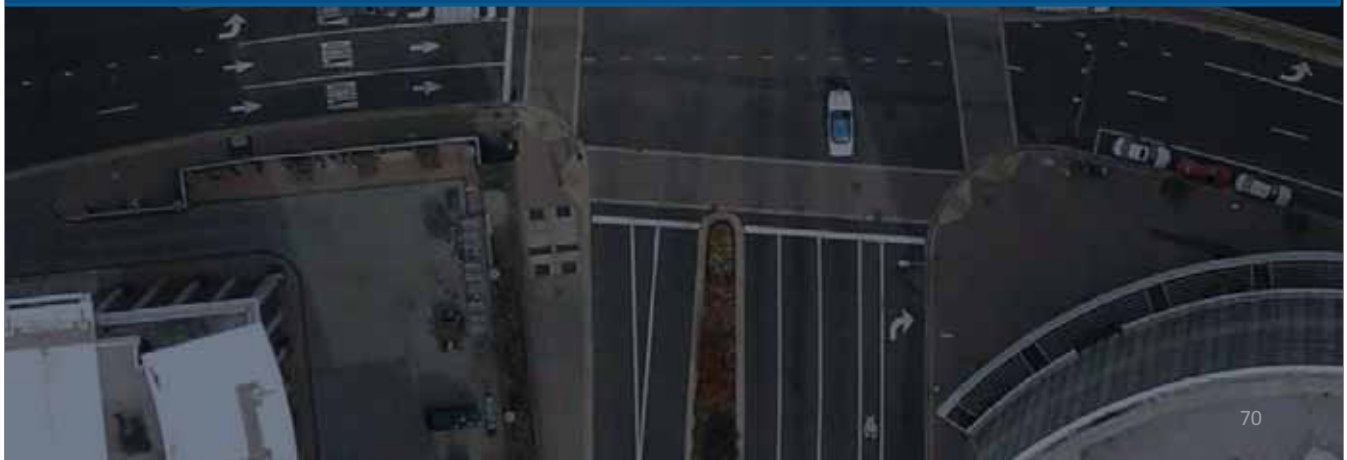
CHART 4.1 | IMPLEMENTATION ACTIONS

#	IMPLEMENTATION ACTIONS	TIMING	IMPLEMENTING AGENCY(S)
TRANSPORTATION			
15.	Amend the Master Transportation Plan (Street Typology Map) to illustrate the recommended future street network in Rosslyn and re-designate the typology of select street segments as needed (See Map 3.7).	ST	DES
16.	Amend the Master Transportation Plan (Bike and Trail Network Map) to reflect an enhanced pedestrian and bicycle network in the Rosslyn area (See Map 3.11).	ST	DES
17.	Manage the construction, reconstruction and reconfiguration of Rosslyn's recommended street network, including bike and sidewalk improvements, over time by strategically sequencing projects based on levels of priority as identified in the County Capital Improvements Program (CIP) and the ability to execute such projects with or without the redevelopment projects necessary to physically accommodate such construction.	O	DES
18.	Coordinate with WMATA to improve the existing Metro station and explore opportunities for additional stations and entrances.	O	DES
19.	Implement bus facility improvements and strategies for management of bus, tax, vans, and ride shares.	O	DES
20.	Continue to coordinate with neighboring jurisdictions to enhance multi-modal connectivity between Rosslyn and Georgetown and Theodore Roosevelt Bridge.	O	DES
21.	Employ Parking and Transportation Demand Management (TDM) strategies for future redevelopment in Rosslyn.	O	DES
22.	Continue regular monitoring of traffic operations in Rosslyn and surrounding neighborhoods, and implement traffic mitigation measures as needed	O	DES

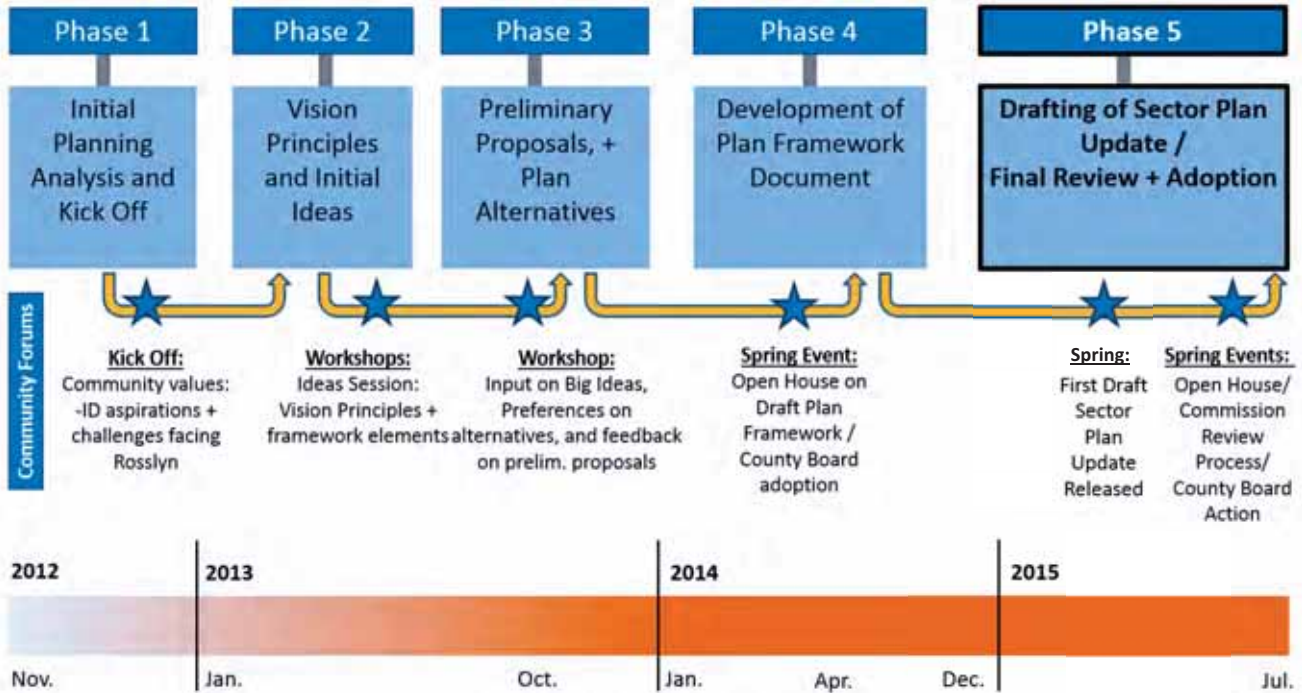
* Where applicable, County mechanisms and funding sources are still being determined.



Community Input and Intended Changes



Planning Process and Timeline



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Planning Process and Timeline

Month	Meetings	Milestones
April	<ul style="list-style-type: none"> RAFOM C.A. (4/15) 	
May	<ul style="list-style-type: none"> Process Panel (5/13) E2C2 (5/18) Rosslyn BID (5/20) LRPC (5/20, 5/21) Park and Recreation Comm. (5/26) Urban Forestry Comm. (5/28) Transportation Comm. (5/28) 	<div style="border: 1px solid black; padding: 5px; text-align: center;"> 1st Draft Plan for Public Review (5/6) </div>
June	<ul style="list-style-type: none"> Planning Commission (6/3) Housing Commission (6/4) County Board (RTA) (6/13) <div style="border: 1px solid black; padding: 5px; text-align: center; margin-top: 10px;"> <i>Staff revisits Advisory Commissions as requested</i> </div>	
July	<ul style="list-style-type: none"> Planning Commission County Board (Action) 	<div style="border: 1px solid black; padding: 5px; text-align: center; margin-top: 10px;"> Rosslyn Sector Plan Adoption </div>

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Comments Response Matrix

Rosslyn Sector Plan, Public Draft 5/6/15

DRAFT Comment and Response Matrix

Comment #	Section	Date	Chapter	Section	Page Number	Question/Comment	Project Team Response	Proposed Changes to Sector Plan
						Overall		
1	Process Panel	5/11	n/a	Overall	n/a	There are a lot of prescriptive statements in this plan. It could be very helpful for staff to clearly outline what is prescriptive vs. what is a guideline.	The plan itself is inherently flexible as it reflects policy recommendations, and is not a regulatory document. Page 140 notes that the only elements recommended to be codified are density, building height, and setback provisions. We suggest adding clarifying language to more effectively distinguish between elements to be codified later (density, height and setbacks) and all other guidelines.	Language will be revised on page 12 to further clarify that the plan is intended as policy guidelines. Language will also be added to Chapter 2 to highlight the elements recommended to be codified, and further clarify how the guidelines should be applied in reviewing future site plans. The guidelines should be seen as suggestions and aspirational, not mandatory.
2	LIRC	5/11	n/a	Overall	n/a	Where should the plan identify priority projects that should be undertaken the soonest? The Process Panel addressing Gateway Park as a high priority. The Plan should include language that states changes to future City should be made to incorporate priority projects identified in this plan.	This is addressed in the implementation portion of the plan (Chapter 4). See page 181 address text that action items from the plan will need to be integrated into the CIP in a way that recognizes overall prioritization of projects County wide as address as these in <u>Appendix</u> .	No changes proposed.
3	LIRC	5/11	n/a	Overall	n/a	Only in areas where we are really different, should we provide going a level of flexibility. If developers can't follow plan, they simply have to justify why they are doing something different. In some cases, language needs to be addressed – for instance, "at a minimum, an average" is problematic. Plan is guidelines, not law, so it should express clear vision of community. One question to ask is whether the plan defines minimum necessary components to achieve success in achieving vision of plan; staff trying to be balancing game if plan defines the right vision, there might not be a lot of flexibility on those components; if there are things that are seen as so essential from the development community perspective, then we should address those. In terms of flexibility, should remove tough words, and wiggle room words. Let's be specific about places where we are aspirational.	We concur that the plan is a policy document, and it therefore outlines a vision and recommendations that are inherently flexible. Therefore, there is no need to restrict the intention of applied flexibility throughout. However, the team is reviewing the text throughout to clarify any ambiguity in the guidance and to verify that the guidelines indeed read as guidelines and are understood to be aspirational and suggestive in nature, and not seen as regulatory.	Text will be revised where pertinent to clarify ambiguity and verify that the guidelines read as guidelines.

Legend: ■ Standing indicates no changes to plan

05/15/2015

Comments coding: PC = Planning Commission, LIRC = Long Range Planning Committee of the Planning Commission, TC = Transportation Committee, CDE = Community and Design Commission, PDC = Parks and Recreation Commission, RFP = Rosslyn Process Panel, LFC = Urban Formality Commission, SDC = Station-Specific Development Commission

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Key Clarifications/Refinements to Plan (from comment matrix)

- **Design Guidelines**
 - Add/enhance preamble language
 - Review/refine text/imagery to read as guidelines
 - Review/reconsider dimensions where provided
- **Building Height/Form criteria for height modifications**
- **Observation Deck Views**
- **Rosslyn Plaza Park**

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Intended Changes | Design Guidelines

INTENDED CHANGE EXAMPLES:

- Refine introductory language to design guidelines to clarify their intended application to future site plans
- Review and revise language to more clearly read as guidelines (*e.g. omit “Shalls”, “Musts”, etc.*) and revisit use of dimensions
- Use greater range of imagery/precedent photos to better express plan intentions for creativity and design excellence

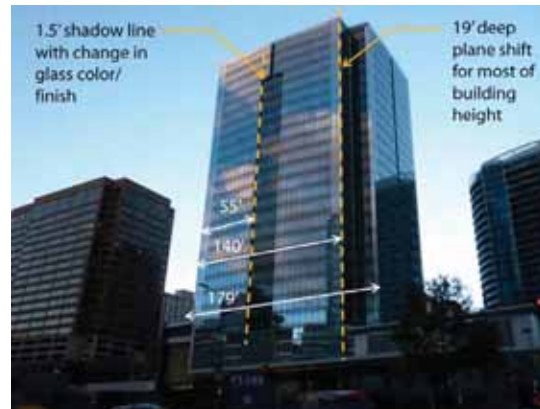
75

Intended Changes | Design Guidelines

INTENDED CHANGE EXAMPLE:

Use precedent images of Rosslyn buildings

Intent (summarized): Prevent long, unbroken horizontal expanse of façade by introducing a clearly visible change in façade plane/depth at intervals of 180' or less measured along the street edge. Possible techniques include shadow lines, material/color change, shape change



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Intended Changes | Design Guidelines

INTENDED CHANGE EXAMPLE:

Use more images depicting variety of building forms

Intent (summarized): Inspire creative approaches to building form and skyline, including alternatives to standard rectilinear forms, while fitting within Rosslyn's inherent building envelope constraints

Building tops



Building façade surfaces



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Intended Changes | Building Height and Form

INTENDED CHANGE EXAMPLES:

Review and revise how criteria for flexibility up to 300' are expressed, potentially addressing:

- Seeking to make criteria more objective overall
- Remove use constraints for increased height, focus on sculpting
- Consider further how to address above-grade parking as part of this

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Intended Changes | Observation Deck Views

INTENDED CHANGE EXAMPLES:

Add spread(s) in plan with text and simulated views from observation deck describing what should remain visible

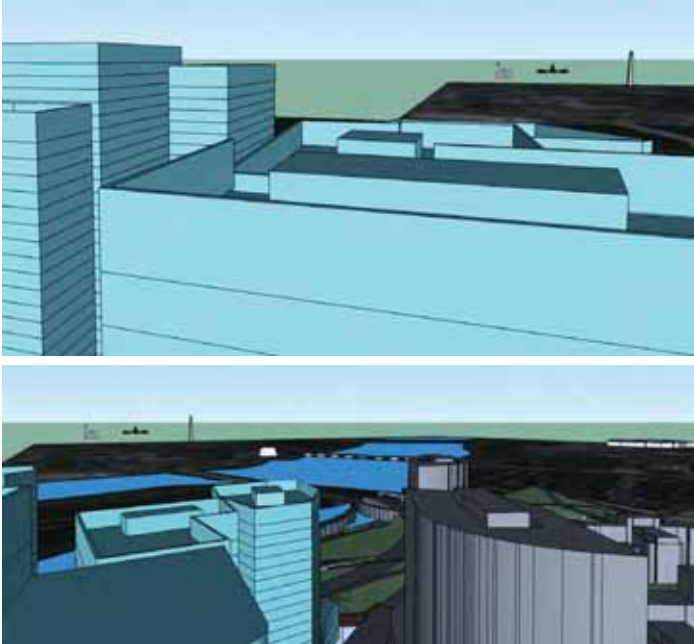


Image courtesy of JBG

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Intended Changes | Rosslyn Plaza Park

INTENDED CHANGE EXAMPLES:

Convey a more balanced presentation between Kent Street and Arlington Ridge Road location options

- Add inset to Illustrative Concept Plan (ICP) to show Kent St option;
- Size description to be changed to 1 acre minimum in criteria;
- Refine image of Kent Street location to match quality of Figure 3.5



Draft inset for ICP showing Rosslyn Plaza Park on Kent St

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Key Issue: Building Height/Form

Importance of Addressing Building Height/Form

- Since 1996, mismatch between max. height limits set forth in Plan Addendum and zoning;
- 2002 and 2007 general resolutions on Rosslyn building heights adopted prior to more detailed study;
- Comprehensively looking at building heights to establish refined guidance to advance plan goals;
- Analyzing development yields as part of this



Central Place sketch, 1992 Plan Addendum



Approved Central Place site plan, under construction

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Key Issue: Building Height/Form

Importance of Addressing Building Height/Form

GOAL: Develop a **new varied building heights policy** and **regulatory framework** for the RCRD, with emphasis on:

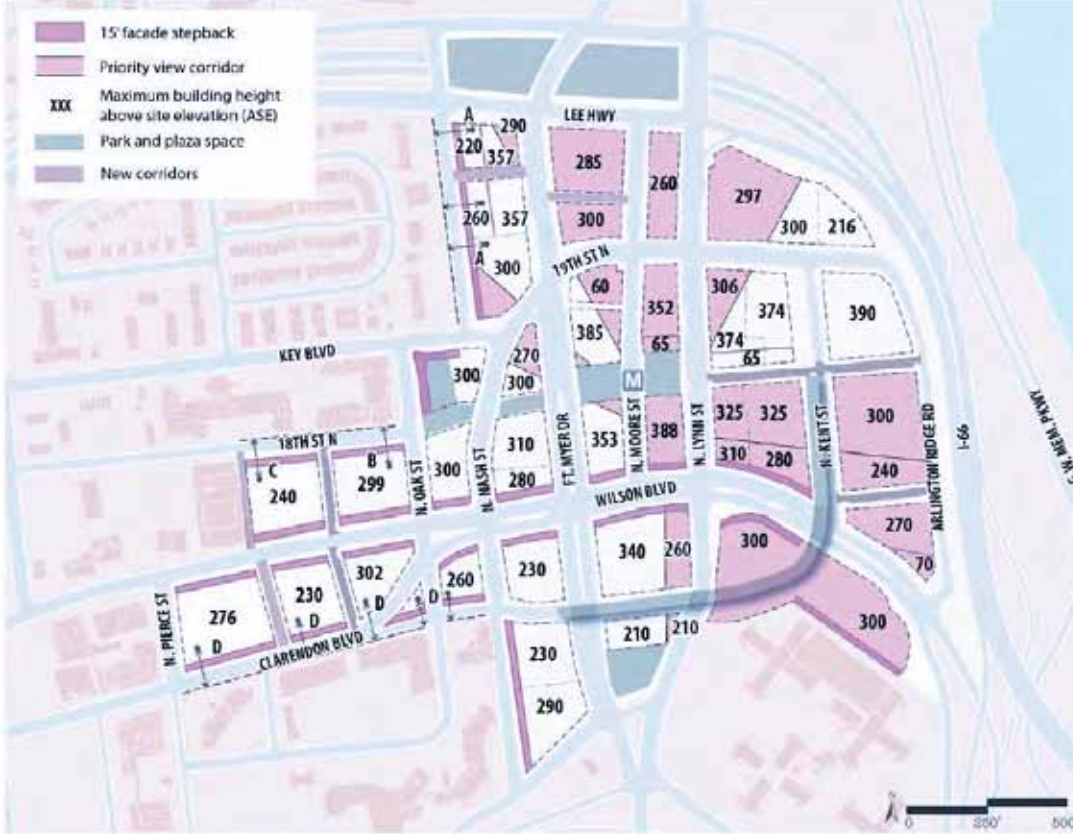
1. Providing **increased clarity** and **predictability**
2. Seeking best possible balanced outcome for the following **goals/performance criteria:**

- Sensitive Edge Transitions
- Priority View Corridors from Observation Deck
- Good Views from All Buildings
- Good Daylight Access to Buildings
- Ground Level View Corridors
- Balanced Sun/Shade Opportunities
- Great Ground Level Open Space and Circulation
- Marketable floor plates/buildings and flexibility on use
- Distinctive Skyline

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Key Issue: Building Height/Form

MAP 3.16 | BUILDING HEIGHTS



- A. Height of any given point in this area must not exceed the sum of its distance from the west boundary of N. Nash Street plus 125 feet
 - B. Height of any given point in this area must not exceed the sum of its distance from the north boundary of 18th Street plus 180 feet
 - C. Height of any given point in this area must not exceed the sum of its distance from the north boundary of 18th Street plus 136 feet
 - D. Height of any given point in this area must not exceed the sum of its distance from the south boundary of Clarendon Boulevard plus 136 feet
- Note: The building face should be considered the boundary of the street

Peaks and Valleys: planning for above, and below, 300'



- Sites with areas planned at 300' or above (or at 470'asl)
- Sites limited below 300'

Key Issue: Building Height/Form

Important Points behind “Peaks and Valleys”

1. While some believe they are guaranteed a full 10 FAR and 300 feet on every site, this was never the case
2. Heights Map presents recommended limits that provide best balance for effectively achieving plan goals
3. With provisions for height modifications, all sites still have the ability to seek up to 300’
4. Height limits carefully arrived to protect priority view corridors from observation deck and provide enough development potential to incentivize redevelopment

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Advisory Commissions on the RTA

Advisory Commissions	Outcome
E2C2 May 18	No formal vote
Park and Recreation Commission May 26	No formal vote
Urban Forestry Commission May 28	No formal vote
Transportation Commission May 28	Voted 9-0 to approve RTA, and: - express in letter desire for greater emphasis on housing affordability
Planning Commission June 3	Voted 11-0 to approve RTA, and: - included many detailed recommended plan changes as part of its action
Housing Commission June 4	No formal vote

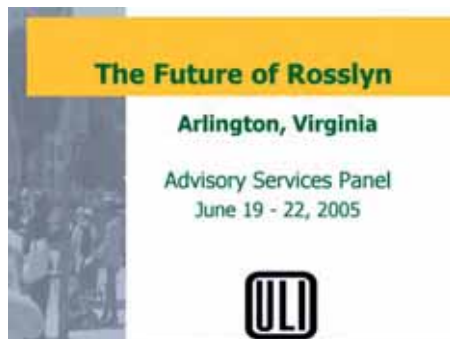
86

Planning Commission | Recommendation Highlights

PC Recommendation Item (summarized)	Staff Response
Air Rights Development (231, 284)	No changes; any planning or zoning changes should follow additional study
Rosslyn Plaza Park (260, 261)	No changes; plan still presents two acceptable location options
Affordable Housing (227)	No changes; maintain up to 30% of community benefit as aspirational target
Building Heights re Observation Deck (273, 274)	No changes; height limits as planned strike balance between protection of views and incentivizing redevelopment

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2005 Urban Land Institute Look at Rosslyn



Urban Design

- ✎ Provide a district (vs. project) perspective and development predictability
- ✎ Procure a downtown urban design plan with design guidelines--ASAP
- ✎ Create a strong implementation process/body
- ✎ Retain a national-stature urban design advisor to be involved early in the project and throughout implementation

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Recommendation

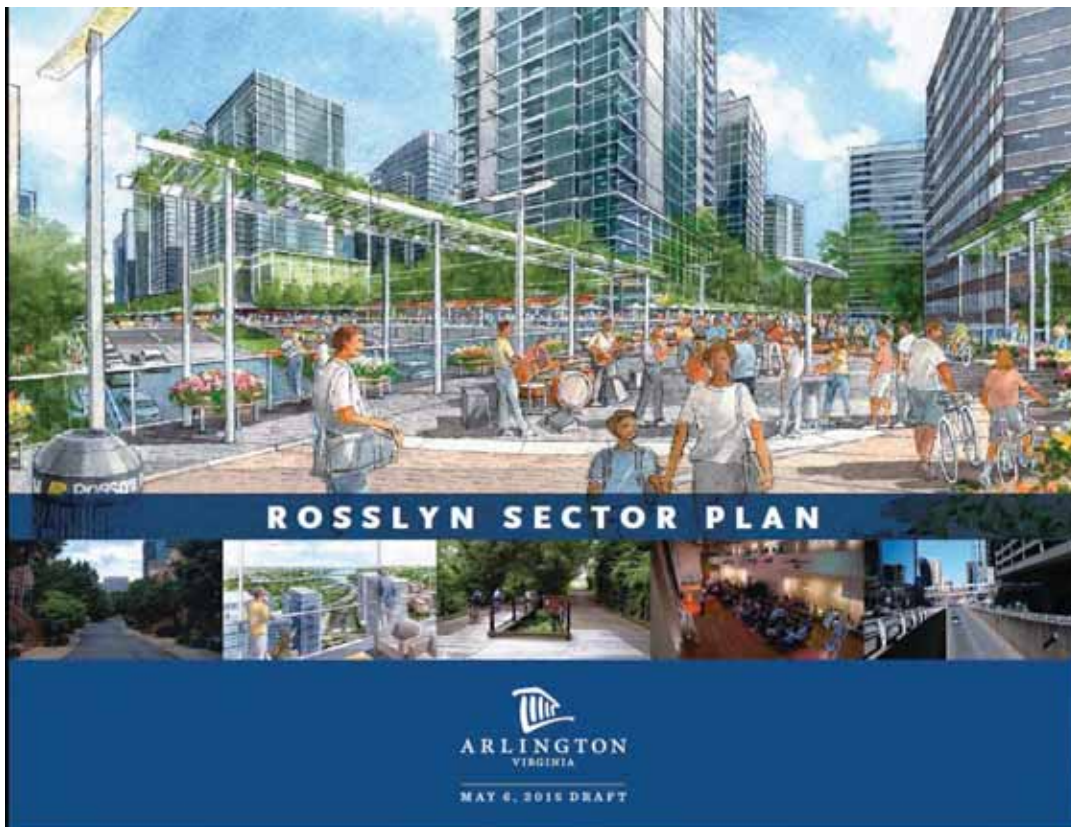
County Manager Recommendation:

- Authorize the advertisement of public hearings by the Planning Commission on July 6, 2015 and the County Board on July 18, 2015, to consider the adoption of the Rosslyn Sector Plan.



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Discussion



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