

Realizing Rosslyn: a new era of opportunity



ROSSLYN SECTOR PLAN

Rosslyn Process Panel Meeting #24

Overview of Draft Rosslyn Sector Plan

May 13, 2015



MAY 6, 2015 DRAFT

Agenda

- 1. Welcome/Meeting Overview** 10 min.
- 2. A walk through the Draft Rosslyn Sector Plan** 40 min.
 - Organization
 - Where to find recommendations
- 3. Updated plan recommendations** 65 min
- 4. Panel input on other items** 30 min
- 5. Updated schedule/next steps** 10 min.

Meeting Objectives

- 1. Introduce First Draft of Rosslyn Sector Plan for public review**
- 2. Provide High Level Overview of Plan Organization and Structure; cover what's in the plan**
- 3. Opportunity for Initial Input from Process Panel**
- 4. Address Next Steps, Process, and Opportunities for Input**

2. A walk through the Draft Rosslyn Sector Plan

- Organization
- Where to find recommendations
- Discussion



ROSSLYN SECTOR PLAN



ARLINGTON
VIRGINIA

MAY 6, 2015 DRAFT

2. Walking through the plan

Organization

1. About this Document

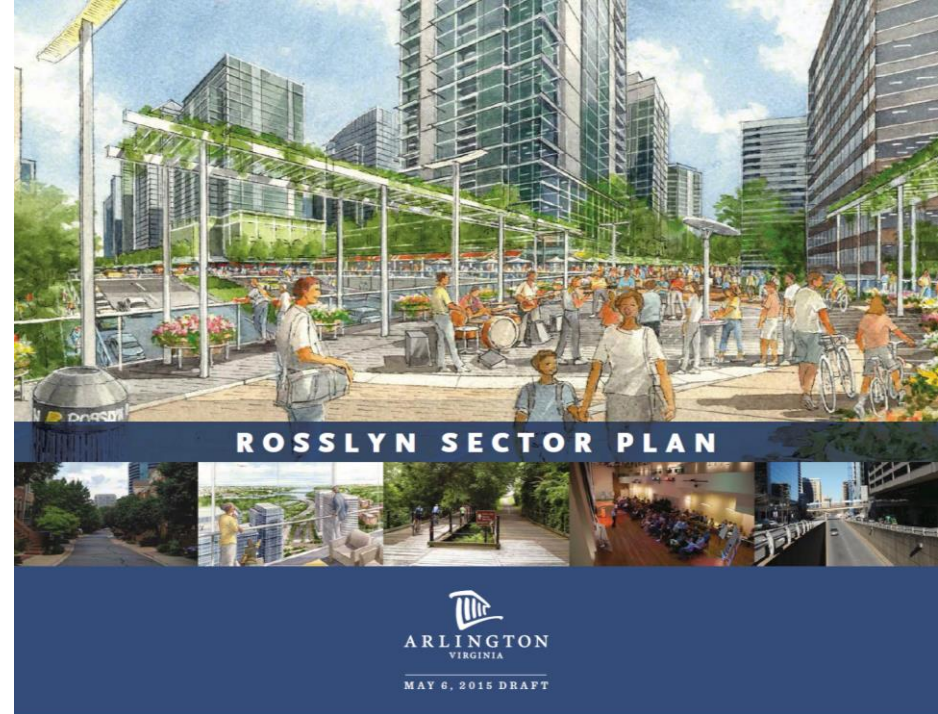
2. Positioning Rosslyn

3. Rosslyn Master Plan

- Framework
- Vision statement and principles
- Goals and policies
- Illustrative concept plan
- Sustainability
- Land use
- Transportation
- Parks and open space
- Urban design, building height and form

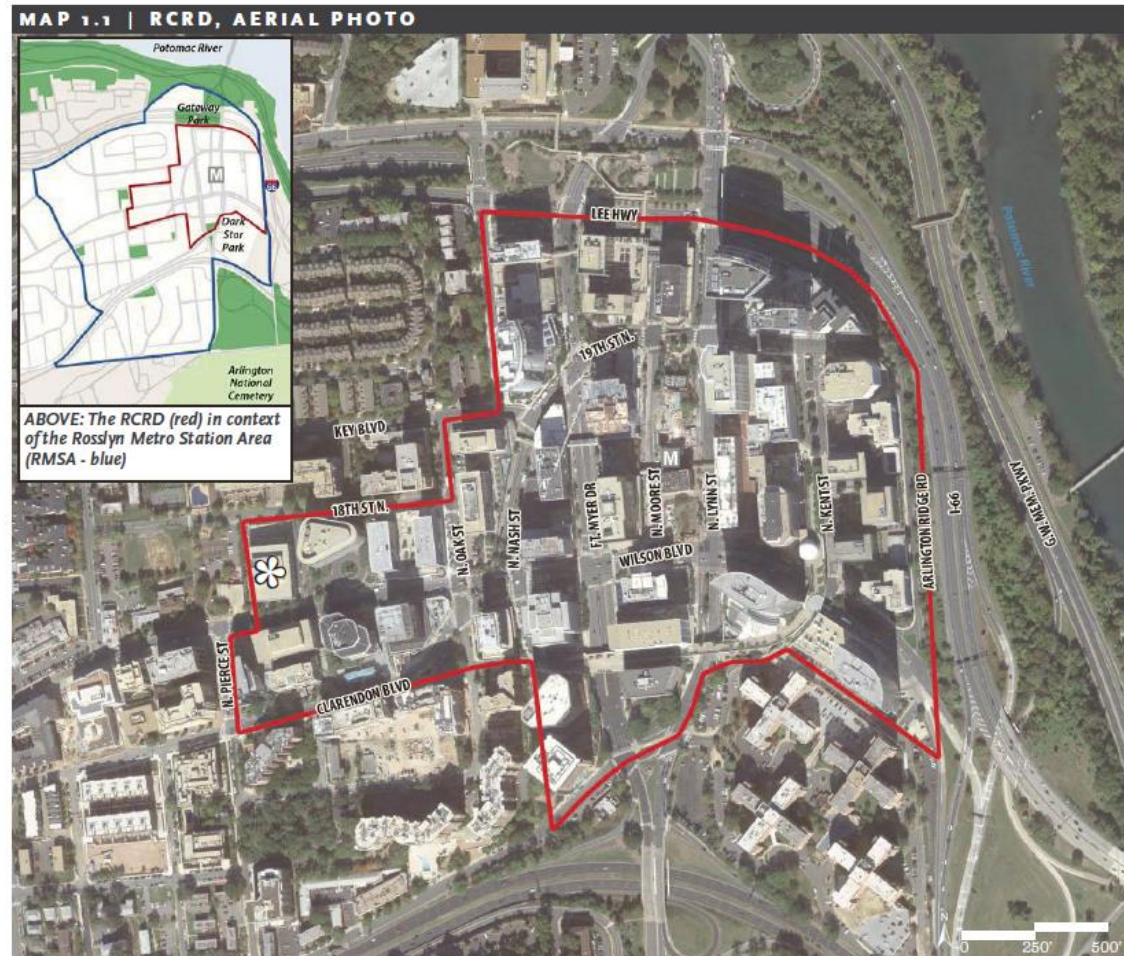
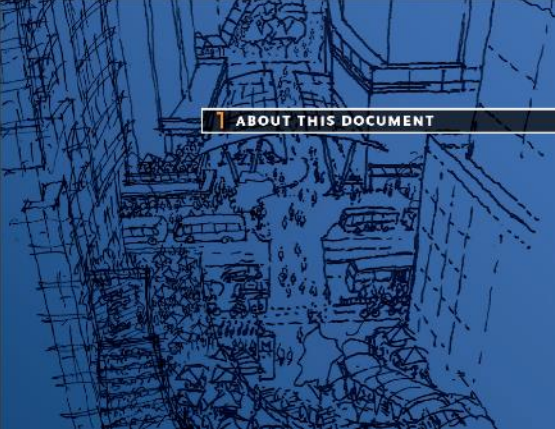
4. Implementation

Appendix *(in-progress)*



2. Walking through the plan

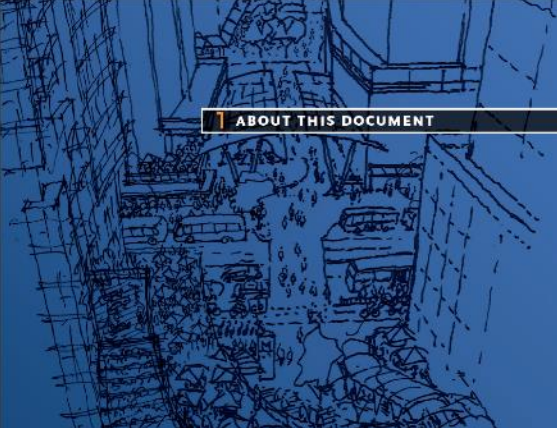
Chapter 1: About this Document



- Purpose of Study
- Document Organization
- Planning Process
- Rosslyn Plan Framework
- Relationship to Other Planning Documents and Policies
- Relationship to Other Planning Efforts
- How to Use This Document

2. Walking through the plan

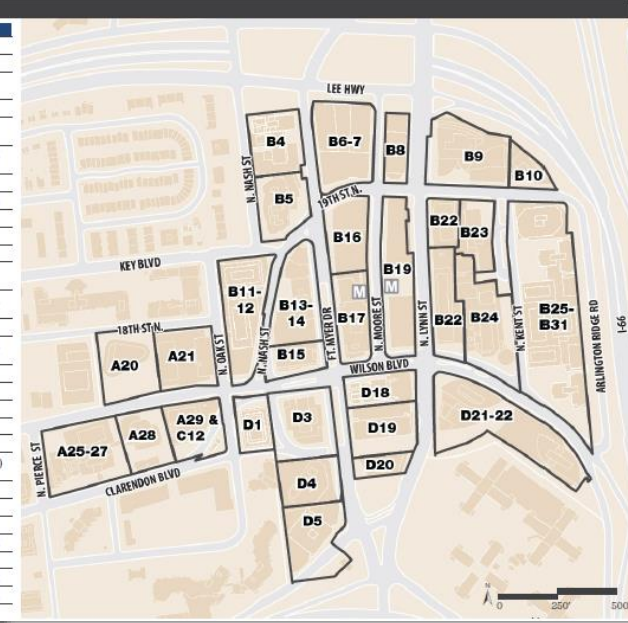
Chapter 1: About this Document



MAP 1.2 | SITE IDENTIFICATION

SITE IDENTIFICATION FOR PARCELS IN THE STUDY AREA

A20	1523 Wilson Blvd.	1523 Wilson Blvd.
A21	Art Associates	1515 Wilson Blvd.
A25- A27	Millcourt/1550/1533 Wilson	1550 Wilson Blvd.
A28	1530 Wilson Blvd.	1530 Wilson Blvd.
A29 & C12	A-M Building	1500 Wilson Blvd.
B4	Holiday Inn	1900 N. Fort Myer Dr.
B5	Turnberry Tower	1881 N. Nash St.
B6-B7	Roslyn Gateway	1901 N. Fort Myer Dr.
B8	Roslyn Building East (RCA)	1901 N. Moore St.
B9	Waterview	1919 N. Lynn St.
B10	Potomac Tower Office	1001 19th St. N.
B11-12	1401 Wilson Blvd/1400 Key Blvd.	1401 Wilson Blvd.
B13-14	Arnes Building/Temple United	1820 N. Fort Myer Dr.
B15	Hyatt Hotel	1325 Wilson Blvd.
B16	1812 North Moore/substation	1815 N. Fort Myer Dr.
B17	Roslyn Center	1700 N. Moore St.
B19	Central Place	1801 N. Lynn St.
B22	International Place	1735 N. Lynn St.
B23	Pomponio Plaza East	1800 N. Kent St.
B24	Cannett Foundation Building	1101 Wilson Blvd.
B25- B31	Roslyn Plaza	1601 N. Kent St. (et al)
D1	Architect's Building	1400 Wilson Blvd.
D3	Commonwealth Building	1300 Wilson Blvd.
D4	Noland Building	1300 17th St. N.
D5	Xerox Building	1616 N. Fort Myer Dr.
D18	Key Building	1200 Wilson Blvd.
D19	Berkeley Building	1701 N. Fort Myer Dr.
D20	Park Place	1655 N. Fort Myer Dr.
D21-22	Arland Towers	1000 Wilson Blvd.



The Process Panel

A group of community leaders worked closely with the staff and consultant team to provide advice on strategic issues and the community process for this plan. The "Roslyn Process Panel", appointed by the County Manager, included representatives from the Planning Commission, Transportation Commission, Park and Recreation Commission, North Rosslyn Civic Association, Radnor/Fort Myer Heights Civic Association, and the Rosslyn Business Improvement District (BID), and was complemented by a County Board liaison. The panel met regularly and as needed to provide important feedback and advice to the County's project team, which influenced the preparation of draft plan materials for broader community input.

Also, subcommittees of the process panel were created and met in the second half of 2014 to advise on the development of



The Roslyn Process Panel and its subcommittees met more than 30 times during the course of the Realize Rosslyn planning process.

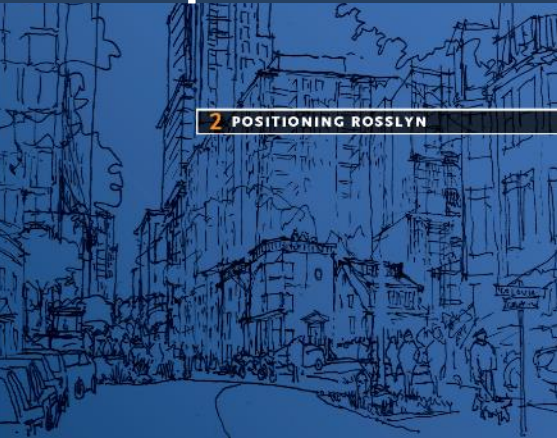
more detailed guidance of transportation form.



In July 2013, the Process Panel and members of the public explored Rosslyn's remarkable views from Freedom Park (top), as well as from the top of 1812 North Moore (under construction at the time) and other tall buildings (above).

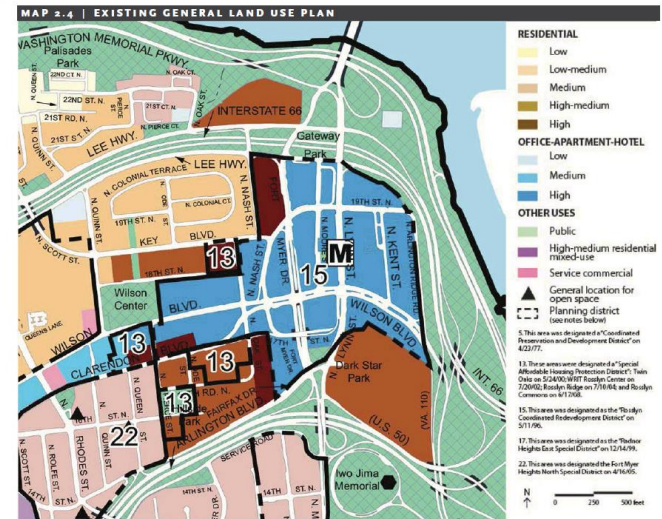
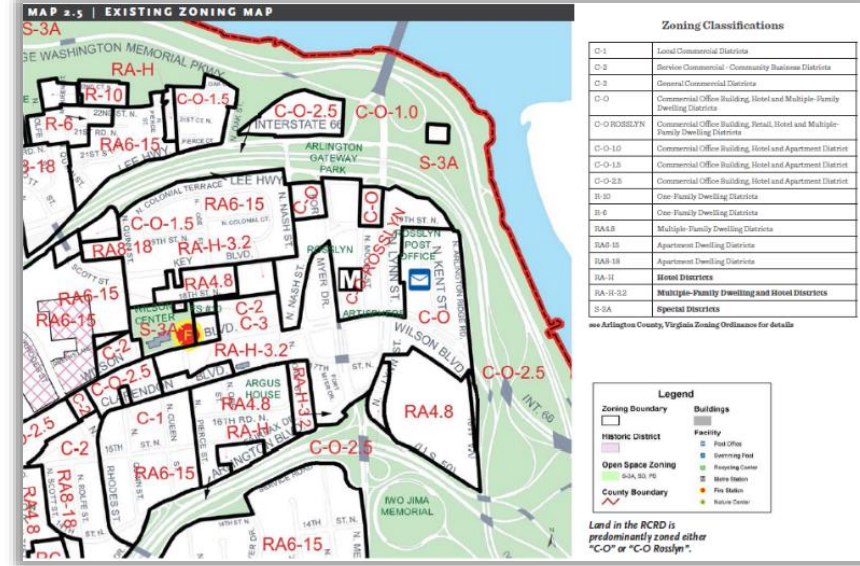
2. Walking through the plan

Chapter 2: Positioning Rosslyn



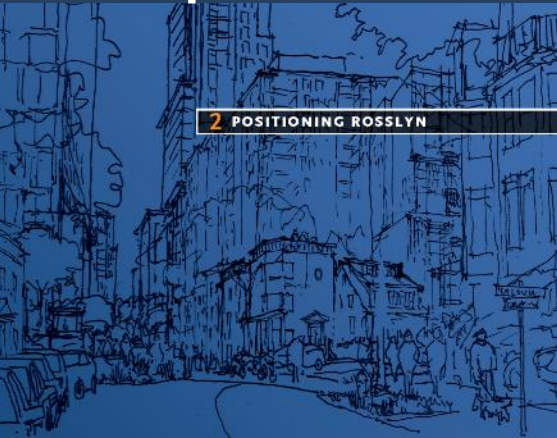
2 POSITIONING ROSSLYN

- Rosslyn Today
- Regional Context
- People
- Economics
- Existing Planning Framework
- Planning Assessment of Rosslyn Today
- Parks and Open Space
- Transportation



2. Walking through the plan

Chapter 2: Positioning Rosslyn



2 POSITIONING ROSSLYN

CHART 2.2 | USE MIX ANALYSIS OF COMPLETED DEVELOPMENT IN ROSSLYN AS OF JANUARY 1, 2015

	OFFICE (SF)	RETAIL (SF)	OTHER (SF)	ESTIMATED RESIDENTIAL GFA (units)	ESTIMATED HOTEL GFA (rooms)	TOTAL GROSS FLOOR AREA (GFA)
RMSA	8,432,151	575,421	164,504	8,834,100 (8,031 units)	1,552,225 (2,141 rooms)	19,558,401
	43%	3%	1%	45%	8%	
RCRD	8,106,810	426,452	118,900	634,700 (577 units)	680,775 (939 rooms)	9,967,637
	81%	4%	1%	6%	7%	

SOURCE: CPHD PLANNING DIVISION, URBAN DESIGN, RESEARCH, AND ANALYSIS, 2015.



1812 N MOORE

- Address: 1812 N Moore Street
- Project Type: Class A Office space
- Development Program: 569,739 sf office; 11,020 sf retail; 21,031 other
- Height: 384'
- Parking Spaces: 473
- GLUP: High Office-Apartment-Hotel
- Zoning: C-O Rosslyn



ROSSLYN GATEWAY

- Address: 1901 Fort Myer Drive
- Project Type: Class A Office space, high end apartments, and hotel
- Development Program: 490,056 sf office; 26,376 sf retail; 148 hotel rooms; 273 residential units
- Height: 323' (residential and hotel); 270' (office)
- Parking Spaces: 875
- GLUP: High Office-Apartment-Hotel
- Zoning: C-O Rosslyn



CENTRAL PLACE

- Address: 1801 N Lynn Street
- Project Type: Class A Office Space and high-end apartments located on the Rosslyn Metro Station, featuring premier public observation deck and plaza to anchor Rosslyn's downtown
- Development Program: 377 residential units; 570,549 sf office; 9,072 sf other; 44,554 sf retail
- Height: 388' (office); 351' (residential)
- Parking Spaces: 821
- GLUP: High Office-Apartment-Hotel
- Zoning: C-O Rosslyn



1401 WILSON BLVD

- Address: 1401 Wilson Blvd
- Project Type: Luxury residential apartments with ground level grocery store supporting a public plaza that will serve as a cornerstone of the new 18th Street Corridor
- Development Program: 513,004 sf office; 55,540 retail; 274 residential units
- Height: 322' (office); 313' (residential)
- Parking Spaces: 816
- GLUP: High Office-Apartment-Hotel
- Zoning: C-O-Rosslyn



2. Walking through the plan

Chapter 2: Positioning Rosslyn



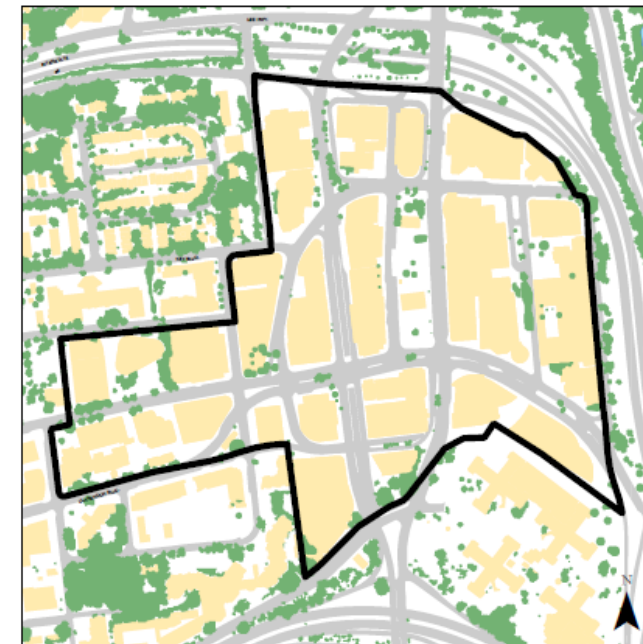
2 POSITIONING ROSSLYN

CHART 2.4 | ROSSLYN PARKS AND OPEN SPACES: EXISTING PROGRAM OPPORTUNITIES

	PASSIVE USES													ACTIVE USES							ACCESS/VISIBILITY				
	Walking/strolling	Chess/checkers	Carnie amenities	Live performances	Outdoor dining	Farmers market	Experience public art	Seating in quiet areas	Seating in active areas	Paths for jogging/biking	Playing in water	Community gardening	Experiencing ornamental plantings	Experiencing views	Informal sport activities	Volleyball (sand)	Ice skating	Booze/petisque	Boating	Children's play	Court games	Field games	Visibility from the street	Handicap accessible	
NEW OR RENOVATED PUBLIC PARKS/ OPEN SPACES IN THE RCRD																									
Rosslyn Plaza Park	●							●																	
Gateway Park	●	●		●			●	●		●			●	●	●								●	●	
Freedom Park	●						●	●	●	●		●					●								
Dark Star Park	●						●	●		●														●	●
EXISTING SEMI-PRIVATE PARKS/ OPEN SPACES IN THE RCRD																									
Various Plazas/Rooftop Green Space	●			●	●	●	●	●	●	●	●	●	●										●	●	
EXISTING AND POTENTIAL PARKS/ OPEN SPACES OUTSIDE THE RCRD																									
National Parklands	●						●	●	●			●	●										●	●	
Marine Corps Memorial	●						●		●				●										●	●	
Rosslyn Circle													●										●	●	
Rosslyn Highlands Park	●							●							●					●	●		●	●	
Wilson School Grounds															●								●	●	
Hillside Park	●											●										●	●	●	
Belvedere Park	●						●																●	●	
Key Boulevard Community Garden	●										●												●	●	

● Existing program

MAP 2.9 | RCRD TREE CANOPY COVERAGE

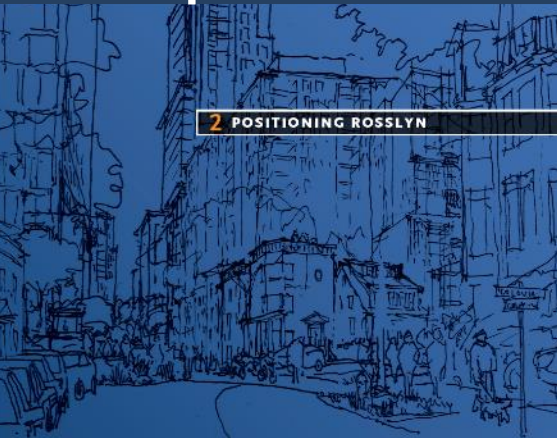


RCRD Total Area: 65 Acres
 Tree Canopy: 3 acres
 Tree Canopy Percentage: 4.6%

Legend
 ■ RCRD Boundary
 ■ Tree Canopy (2011)

2. Walking through the plan

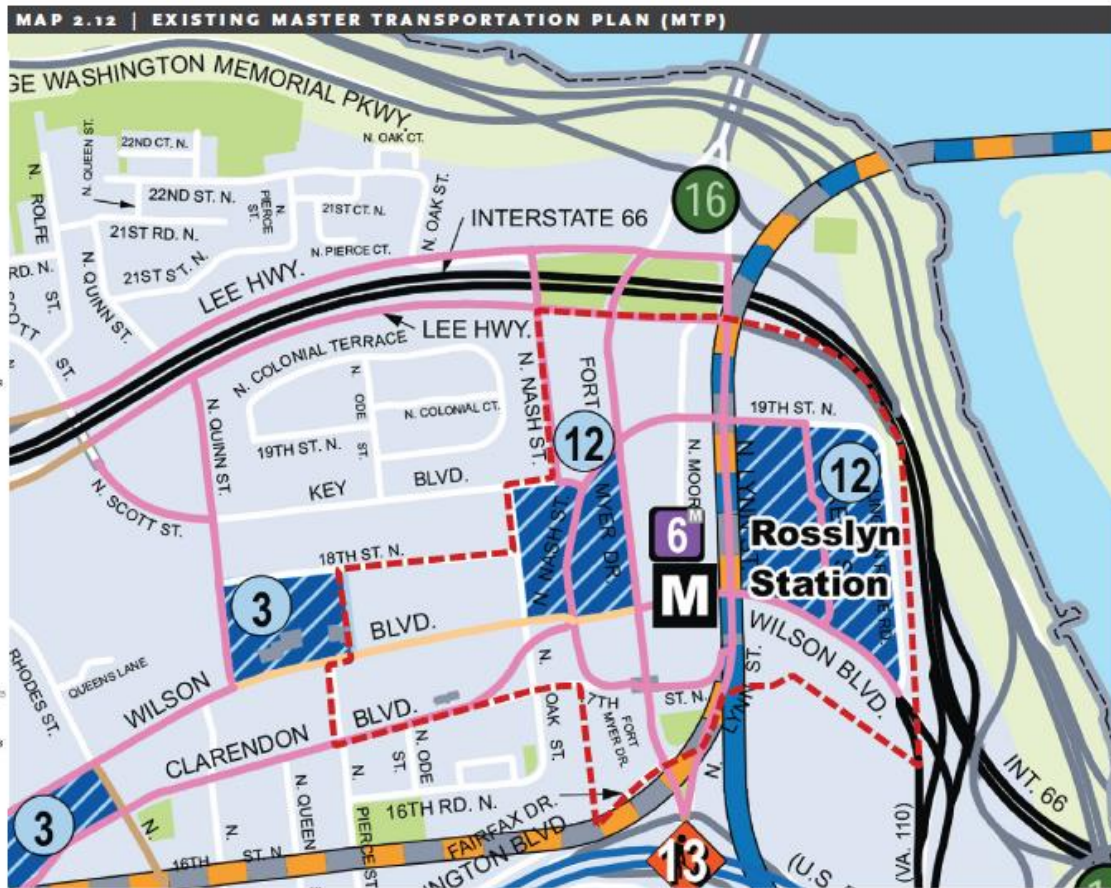
Chapter 2: Positioning Rosslyn



- RCRD
- Arterial-Street Typologies**
 - Type A
 - Type B
 - Type C
 - Type D
 - Type E
 - Type F
- Neighborhood Streets**
 - Residential or Commercial
 - Local Streets
- Limited-Access Routes**
- High-Occupancy-Incentive Corridors**
 - 1-46, 1-395, VA Rte. 110, VA Rte. 27
- Public Transportation Facilities**
 - Metro Blue Line
 - Metro Orange Line
 - Metro Yellow Line
 - Metro Silver Line
 - Railroad
- Public Parks**
- Federal-Owned Lands**

- Bicycle/Pedestrian Trails**
 - Existing Major Trail Projects
 - Planned Major Trail Projects
- Transit Facilities**
 - Existing/Completed Transit Projects
 - Planned Transit Projects
- Intersection/Bridge Roadways**
 - Existing/Completed Projects
 - Planned Roadway Projects

The MTP reflects Rosslyn's character as part of the local and regional transportation network.



Transportation choices

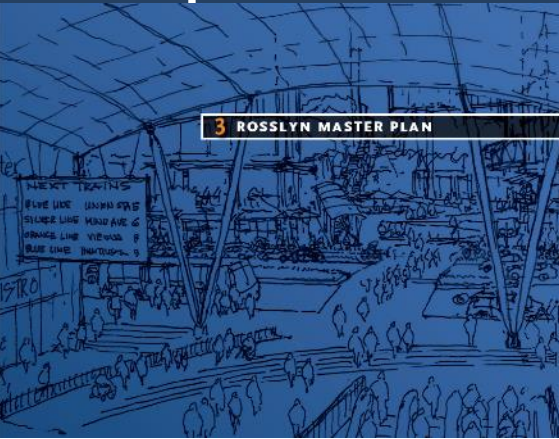


CHALLENGE: As Silver Line service begins, Metrorail capacity serving Rosslyn is reaching its limits, and buses are stuck in traffic.

OPPORTUNITY: Create a second Rosslyn station, possibly under North Fort Myer Drive. Explore opportunities two-way streets may provide for improved bus services and routing. Preserve options to accommodate future streetcar service to Georgetown and beyond.

2. Walking through the plan

Chapter 3: Rosslyn Master Plan



- Plan Framework
- Goals and Policies
- Illustrative Concept Plan
- Sustainability
- Land Use
- Transportation
- Parks and Open Space
- Urban Design, Building Height and Form

A BOLD VISION

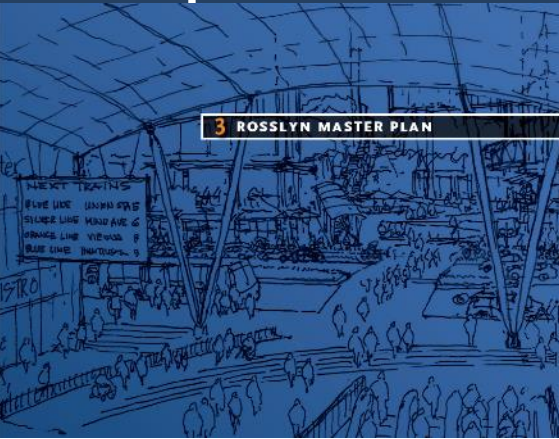
THE ROSSLYN VISION STATEMENT

"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."

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



Chapter 3: Rosslyn Master Plan



Rosslyn Plan Framework

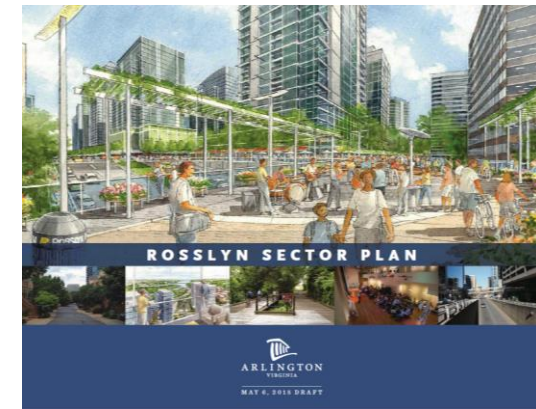
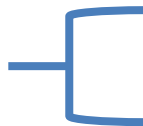
- Vision Statement
- Vision Principles
- Policy Directives by Theme



Rosslyn Sector Plan

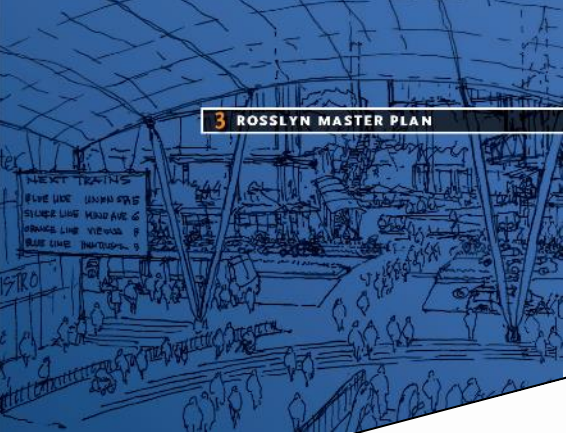
- Vision Statement
- Vision Principles
- Policies by Goal
- **Planning Recommendations**
- **Implementation Actions**

NEW



2. Walking through the plan

Chapter 3: Rosslyn Master Plan



3 ROSSLYN MASTER PLAN

VISION PRINCIPLE 1

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

- > A world-class location drawing corporate headquarters, public institutions, and tourists from near and far
- > An urban pattern of buildings, streets and open spaces that produces an attractive and memorable skyline and provides breathtaking views of the nation's capital
- > The intersection of economic, social, cultural and environmental value

38 | ROSSLYN SECTOR PLAN | MAY 6, 2015 DRAFT

One of Rosslyn's most notable features is its proximity to the nation's capital. It is unique as an urban district that offers such panoramic views of iconic destinations - the Washington Monument, the Lincoln Memorial, the U.S. Capitol, it is a view that truly inspires. World-class architecture will maximize opportunities for Rosslyn to enjoy that experience. World-class living and working in Rosslyn. Rosslyn's built environment will offer varying building heights and forms, offering views to people walking down the street, sheds to people walking rooms, and on their balconies. Finally, the economic value of such a location will translate into investments in cultural destinations, ground level retail, and welcoming green spaces. With environmental sustainability as an integral element of all future development in the district, Rosslyn will become an even more valuable and attractive place - one where energy efficiency is maximized, carbon footprints are minimized, and waste is dramatically reduced.

Rosslyn as Arlington's world-class downtown

Buildings should be distinguished by their shape, material, color and poals to contribute to an interesting and memorable skyline (example image from San Francisco).

Taking in the view of the nation's monumental core from the observation deck

Building heights limited where necessary to preserve prime public views

Gaps between buildings preserved for view and street connections

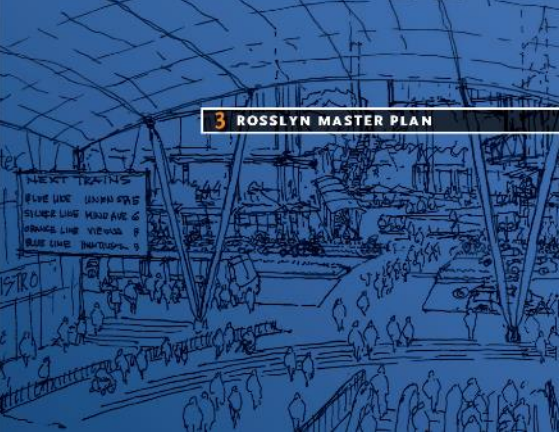
Freedom Park access improved to enhance experience of unique views at and near street level

DISCLAIMER: THIS PENDING PLAN SHOWS A REPRESENTATION OF THE WAY THE SECTOR PLAN VISION AND RECOMMENDATIONS FOR THE ELEMENTS WOULD BE INTEGRATED INTO EXISTING CONDITIONS ONLY

MAY 6, 2015 DRAFT | ROSSLYN MASTER PLAN | 51

2. Walking through the plan

Chapter 3: Rosslyn Master Plan



MAP 3.1 | ILLUSTRATIVE CONCEPT PLAN

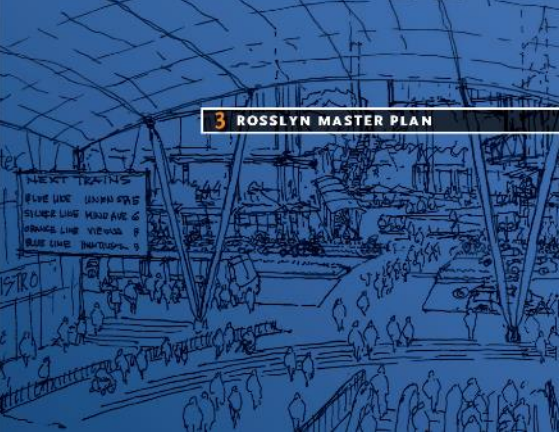
- Existing/approved building
- Hypothetical new building
- Esplanade
- Bicycle facility



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

2. Walking through the plan

Chapter 3: Rosslyn Master Plan



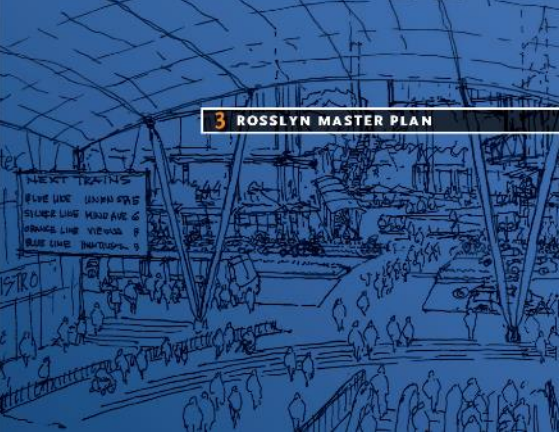
MAP 3.1 | ILLUSTRATIVE CONCEPT PLAN

- Existing/approved building
- Hypothetical new building
- Esplanade
- Bicycle facility



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

Chapter 3: Rosslyn Master Plan



COMMON ELEMENTS ACROSS ALL SECTIONS

- Introductory Text Summarizing Key Items/Approach
- Listing of Key Considerations
- Recommendations
- Policies Included in Sidebar where Relevant

SUSTAINABILITY

Rosslyn today is already a place with strong sustainability attributes, and this plan aims to position it to only become even more sustainable. Its compact and ever-intensifying transit-oriented development pattern encourages multimodal options and choice, reducing traffic congestion, improving air quality, and enhancing overall quality of life. Related recommendations in this plan for improved public open space, wider sidewalks, improved bicycling facilities, and more tree cover can all encourage even more physical activity, non-automobile trips, and time spent outdoors. At the same time, this plan and future efforts can make greater progress in other potential areas of improvement relating to the environmental sustainability of Rosslyn.

Key Considerations

As of 2012 buildings accounted for over 60% of the County's greenhouse gas emissions.

Transportation accounts for the balance, equally split between residents and non-residents.

Rosslyn's steep topography and proximity to the Potomac River cause stormwater in the study area to flow rapidly into the river, which can have impacts on its water quality.

Rosslyn's concentrated development patterns and significant levels of building space may provide the potential for future district energy related activities.

Recommendations

PARK TYPOLOGIES

A new "green network" should include a variety of different types of public spaces to serve the diverse and growing needs of the community. Four primary types are envisioned: Destination, Recreation, Revitalizing, and Linking Spaces. These park typologies will host a variety of new and expanded uses that better serve residents and workers in Rosslyn.

KEY RELATED POLICIES

P8 | Enhance Dark Star Park's edge conditions and relationship to surrounding spaces to improve its prominence as a southern gateway into central Rosslyn.

2. Walking through the plan

Chapter 3: Rosslyn Master Plan | sustainability



SUSTAINABILITY

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- Neighborhood Level Recommendations
- Site and Building Level Recommendations
- District Energy Recommendations

Recommendations

Sustainability recommendations are focused on two levels: neighborhood level recommendations and site/building specific recommendations. Many of these are cross referenced in other sections of the Master Plan where appropriate. Overall, the focus is to encourage sustainability best practices where possible in development activities, especially related to energy and stormwater management in line with Arlington County's policies (e.g. Stormwater Master Plan, Stormwater Management Ordinance (Chapter 80 of the County Code), Community Energy Plan). Given the recent adoption of the Community Energy Plan element of the County's Comprehensive Plan, the

Encourage sustainability best practices where possible in development activities, especially related to energy and stormwater management, in line with Arlington County's policies

Building level strategies are typically encouraged to ensure that each built structure is as beneficial for the environment as possible. While meeting a "Certified" rating under the USGBC's LEED program is often a minimum goal, the County strives for and encourages new buildings to achieve certification at the "Silver" level or above with levels of energy efficiency. Also part of the LEED programs themselves, a range of strategies should be considered when planning and designing buildings, to meet the County's then-current highest and best sustainability

Rosslyn Sector Plan has focused additional attention on potential exploration of district energy in Rosslyn in the future. More details on district energy recommendations follow the site/building-specific recommendations.

standards for development projects as they come forward. By applying sustainability standards in the design and review of all new development and infrastructure projects, great advancements can be made in maximizing energy efficiency, minimizing carbon footprints, effectively managing stormwater, and dramatically reducing generated waste in Rosslyn.

The following are the primary sustainability recommendations for Rosslyn:

NEIGHBORHOOD LEVEL RECOMMENDATIONS

- Promote optimal energy efficiency, and educate developers, tenants and residents on how to attain greater efficiencies.
- Promote high-density mixed-use development that enables district energy systems (if deemed feasible through future study; see District Energy recommendations below), an opportunity for one or more cogeneration facilities, and infrastructure connecting blocks. Explore, through future efforts, the potential for district heating and cooling and distributed energy systems to serve the Rosslyn area.
- Coordinate mixed-use development with expanded transportation choices that can encourage Rosslyn residents, employees and visitors to travel more frequently by bus, Metro, carpool, bicycle or walking in order to reduce demand for single occupancy vehicle trips, thereby reducing energy use and traffic congestion.
- Provide a variety of opportunities for daily active recreation, including attractive facilities for walking, bicycling, court sports and other fitness activities that supports public health.
- Significantly expand tree canopy cover towards a goal of 15% coverage, especially in public open spaces and parks, and use

KEY RELATED POLICIES

U8 | Leverage Rosslyn's compact development pattern, mix of uses, and strong transit orientation to reduce the district's ecological footprint.

U11 | Continue central Rosslyn's transformation into a place where development is strongly oriented around transit, high densities, and a significantly more balanced mix of uses, consistent with the site use depictions depicted in Map 12.

T14 | Regularly monitor and find ways to enhance the overall mode share in Rosslyn, with a strong focus on increasing the share of transit, walking, and bicycling, consistent with a reduction in single occupancy vehicle trips. Continue to explore the possibility of coordinating with regional transportation agencies to route commuter traffic around the center of Rosslyn.

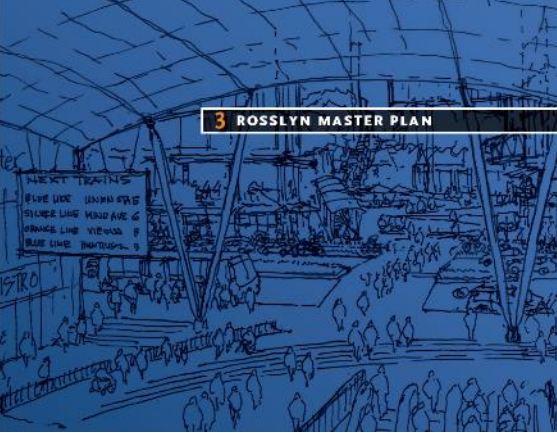
U14 | Establish and work towards achieving an aggressive goal for future tree canopy coverage in Rosslyn to ensure urban heat island effect, improve air quality, provide human scale, and bring nature into the city environment.



Green infrastructure like this stormwater planter serves double-duty as streetscape beautification and natural stormwater management.

2. Walking through the plan

Chapter 3: Rosslyn Master Plan | land use



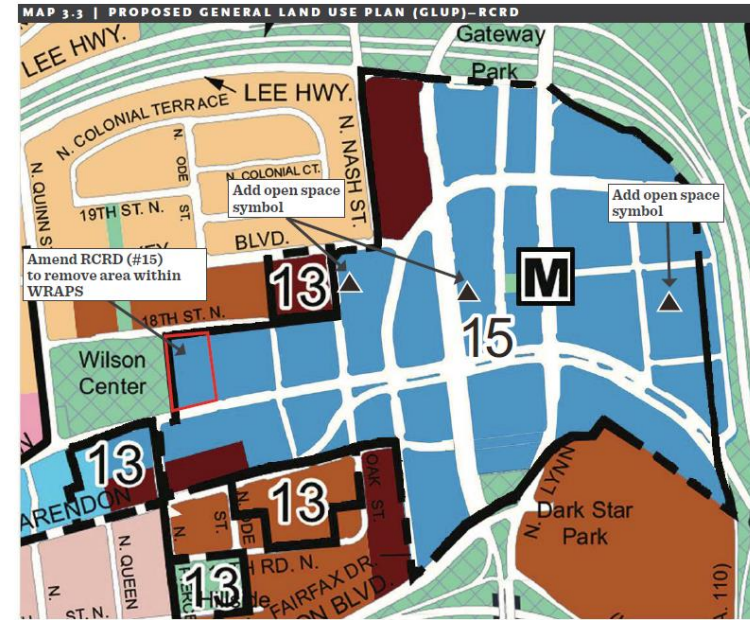
Key Considerations

The current land use mix in the RCRD is heavily dominated by commercial office space, representing more than 85 percent of all building space.

As a historically strong business district, Rosslyn also includes several hotels, serving the needs of tourists, business travelers, and other visitors.

The low proportion of housing (less than 5%) in the RCRD limits the amount of evening and weekend activity.

While collectively sites in Rosslyn are providing an ever increasing amount of ground floor space for retail offerings, existing retail is not as diverse as it could be, and does not function collectively as a major retail destination.



- Use Mix
- General Land Use Plan
- Potential for Air Rights Development



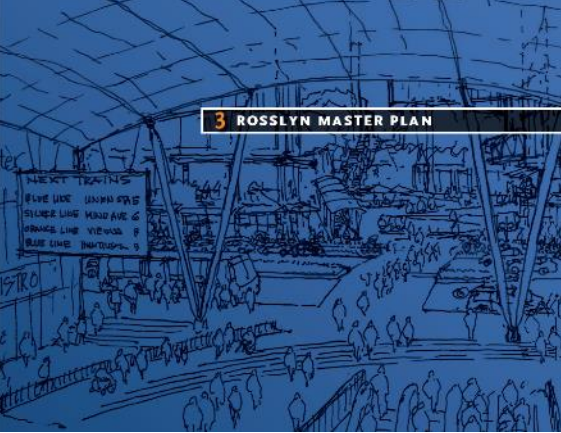
The Sedona is one of several recently built or planned residential properties in Rosslyn.



Several recent development proposals in Rosslyn include both an office building and a residential building. This approach not only captures more market-driven investment potential, but also helps transform Rosslyn from primarily an office district into a live/work/learn/play environment with active evenings and weekends as well as weekdays.

2. Walking through the plan

Chapter 3: Rosslyn Master Plan | transportation



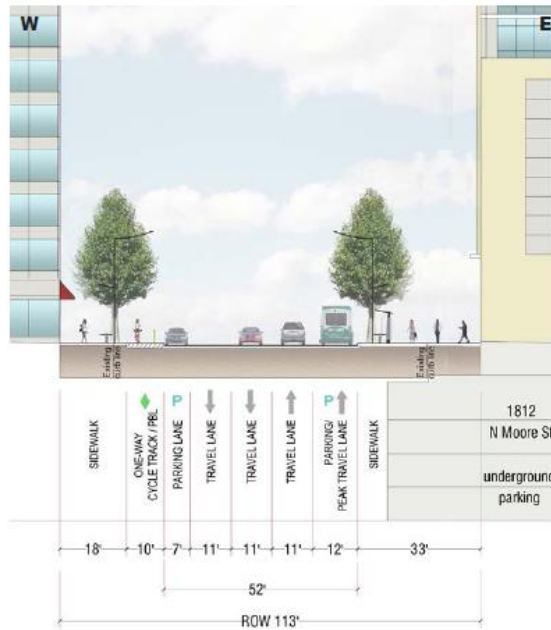
- Access and Circulation
- Transit Facilities
- Pedestrian and Bicycle Network
- Transportation Demand Management and Parking

FIGURE 3.1 | RECOMMENDED SECTIONS FOR SELECTED ROSSLYN STREETS

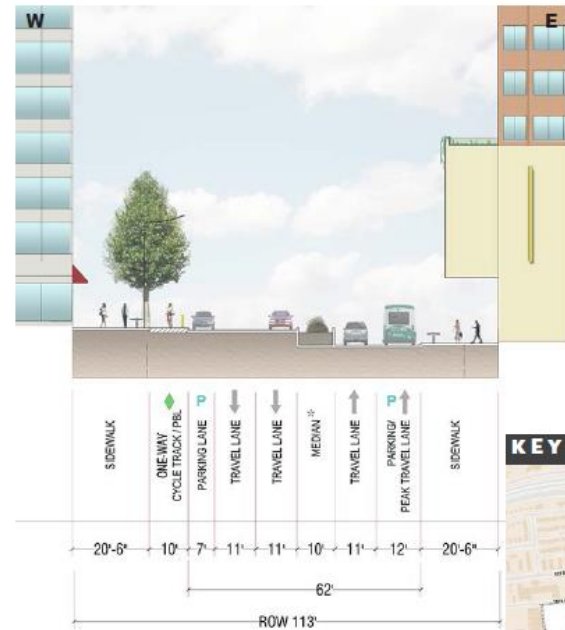
See appendix for additional recommended street sections.

Two-way conversion of Ft. Myer subject to further study

A N. Fort Myer Drive between 18th and 19th Streets
Proposed 3+1 lanes with one-way cycle track/PBL



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



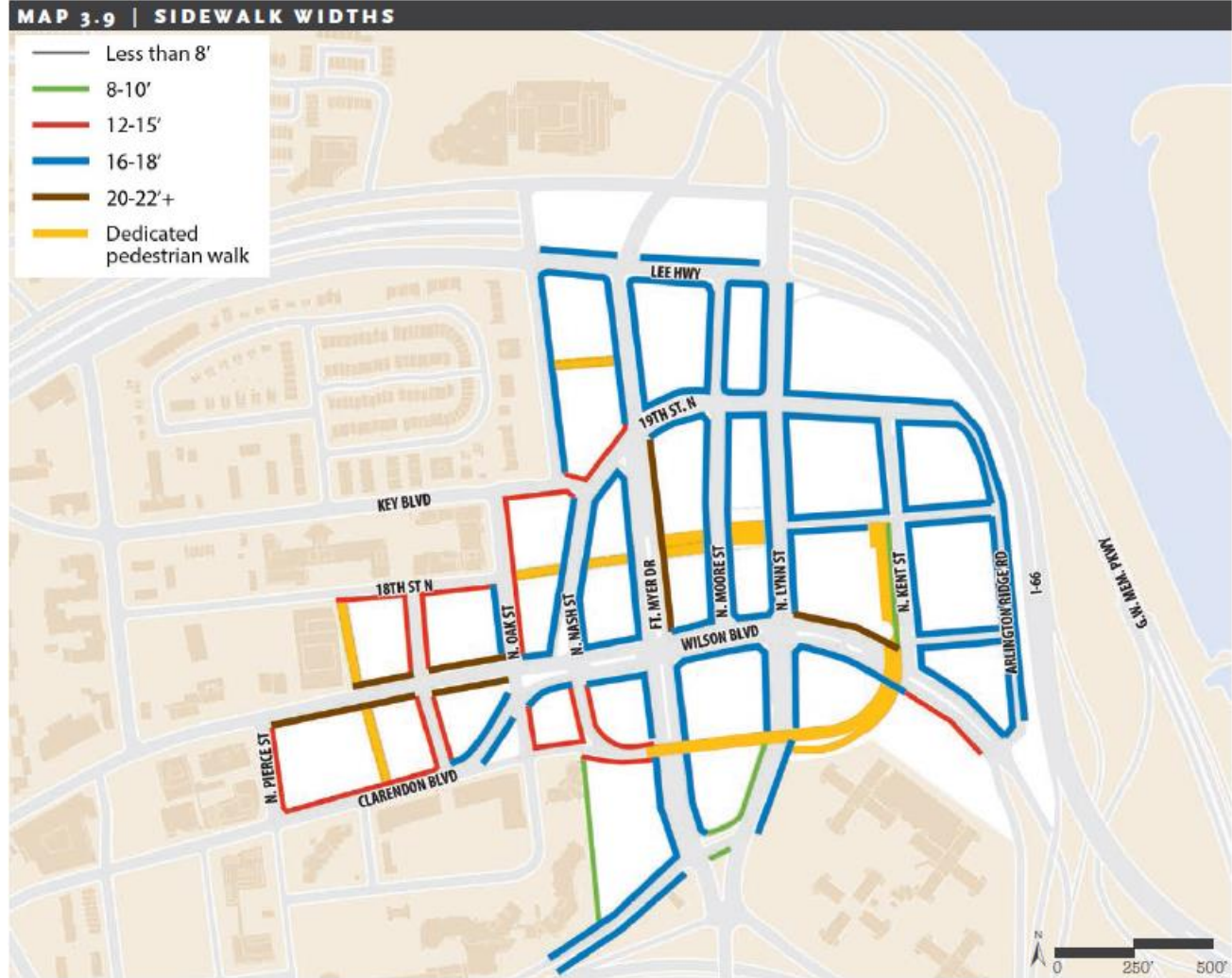
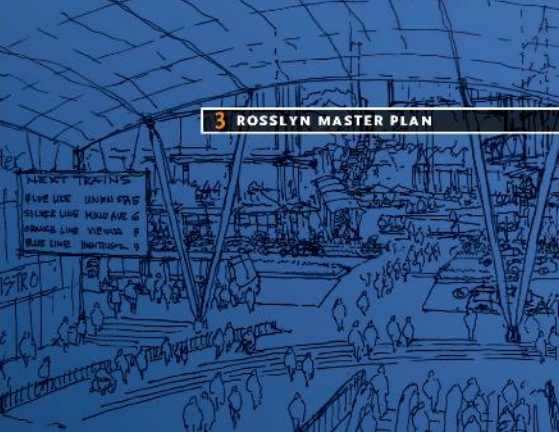
* Median height and width may vary pending further engineering

KEY MAP



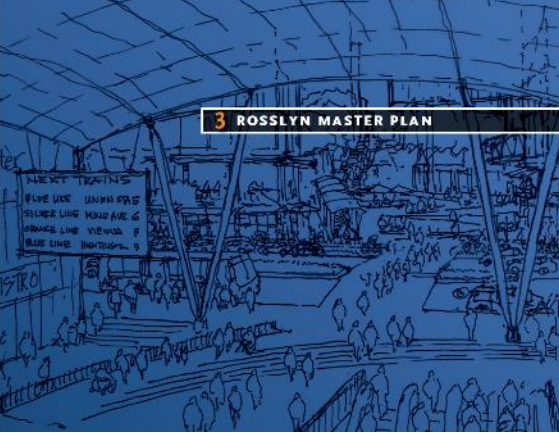
2. Walking through the plan

Chapter 3: Rosslyn Master Plan | transportation



2. Walking through the plan

Chapter 3: Rosslyn Master Plan | parks and open space

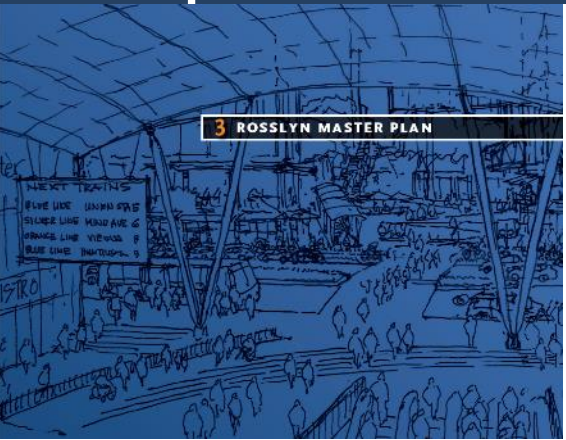


- Park Typologies
- Revitalized Existing Parks
- Creating New Parks
- Other Recommendations for Parks and Open Space

KEY CHARACTERISTICS

SIZE (APPROXIMATE):	0.7 acres
UNIQUE ADJACENCIES:	Marine Corps Memorial, Netherlands Carillon, Arlington National Cemetery
ACCESS:	Arlington Boulevard, North Meade Street, North Lynn Street, North Fort Myer Drive, North Fairfax Drive
VIEWS:	Surrounding development and streets
PROGRAMS (PRIORITY PROGRAMS IN BOLD):	<ul style="list-style-type: none">• Existing public art• Inviting topography and landforms• Strolling paths and seating• Water features• Bold seasonal gardens at the urban scale• Temporary activations
PROGRAM CRITERIA:	Opportunity exists to rehabilitate <i>Dark Star Park</i> and more fully restore the renowned work of public art that is Rosslyn's gateway from the south. <i>Dark Star Park</i> would benefit from an enhanced pedestrian and bicycle route reaching south to the Marine Corps War Memorial and Netherlands Carillon along N. Lynn Street and N. Fort Myer Drive. Although the park is divided into two segments by N. Fairfax Drive, the width of this roadway can be reduced and a slip lane removed to allow for an expansion of the park area. In addition, the park currently lacks adequate side-walk access; thus safe crosswalks, streetscape lighting, and other streetscape elements at the perimeters of the park should be added as part of planned street improvements and slip lane removal to encourage more active neighborhood use.
OWNERSHIP/MANAGEMENT:	County
IMPLEMENTATION:	With street improvements, near term landscape and art enhancements possible

Chapter 3: Rosslyn Master Plan



- Peaks and Valleys
- Density
- Building Height and Form Guidelines
- Streetscape
- Public Art
- Guidelines for other Urban Design Elements

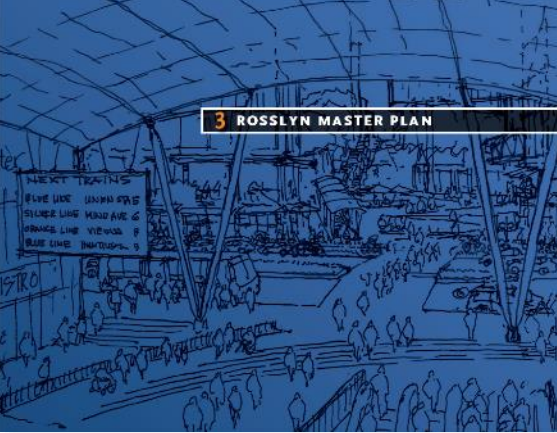
FIGURE 3.7 | BUILDING HEIGHT AND FORM GUIDELINES SEE DETAIL ON FOLLOWING PAGES

BUILDING BASE	
B1.	Buildable areas and edges
B2.	Ground level building area design along street and public space edges
B3.	Service and parking access
B4.	Parking location and design
B5.	Grade transitions
BUILDING TOWER/CAP	
T1.	Building height
T2.	Street and neighborhood scale transition
T3.	Tower orientation, dimensions, spacing and use
T4.	Architectural composition of towers and caps

2. Walking through the plan

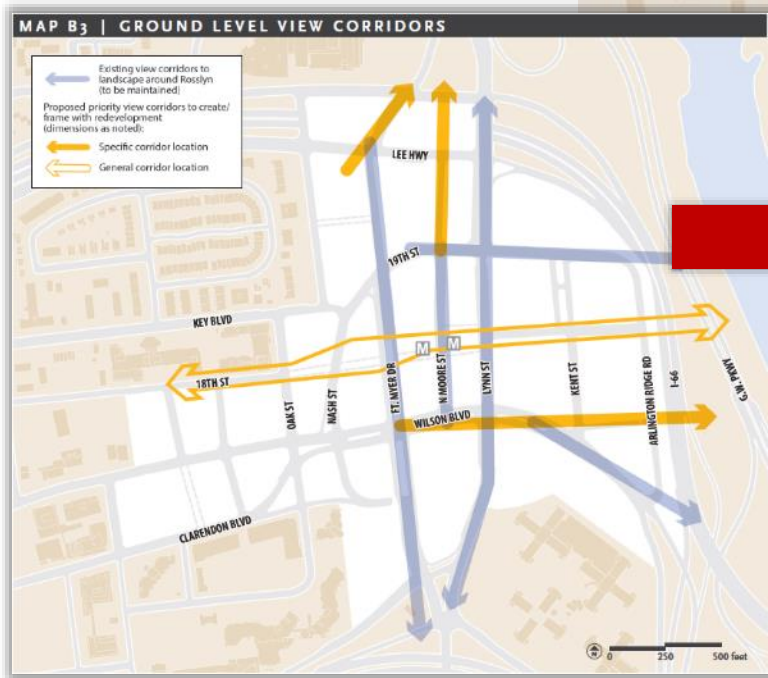
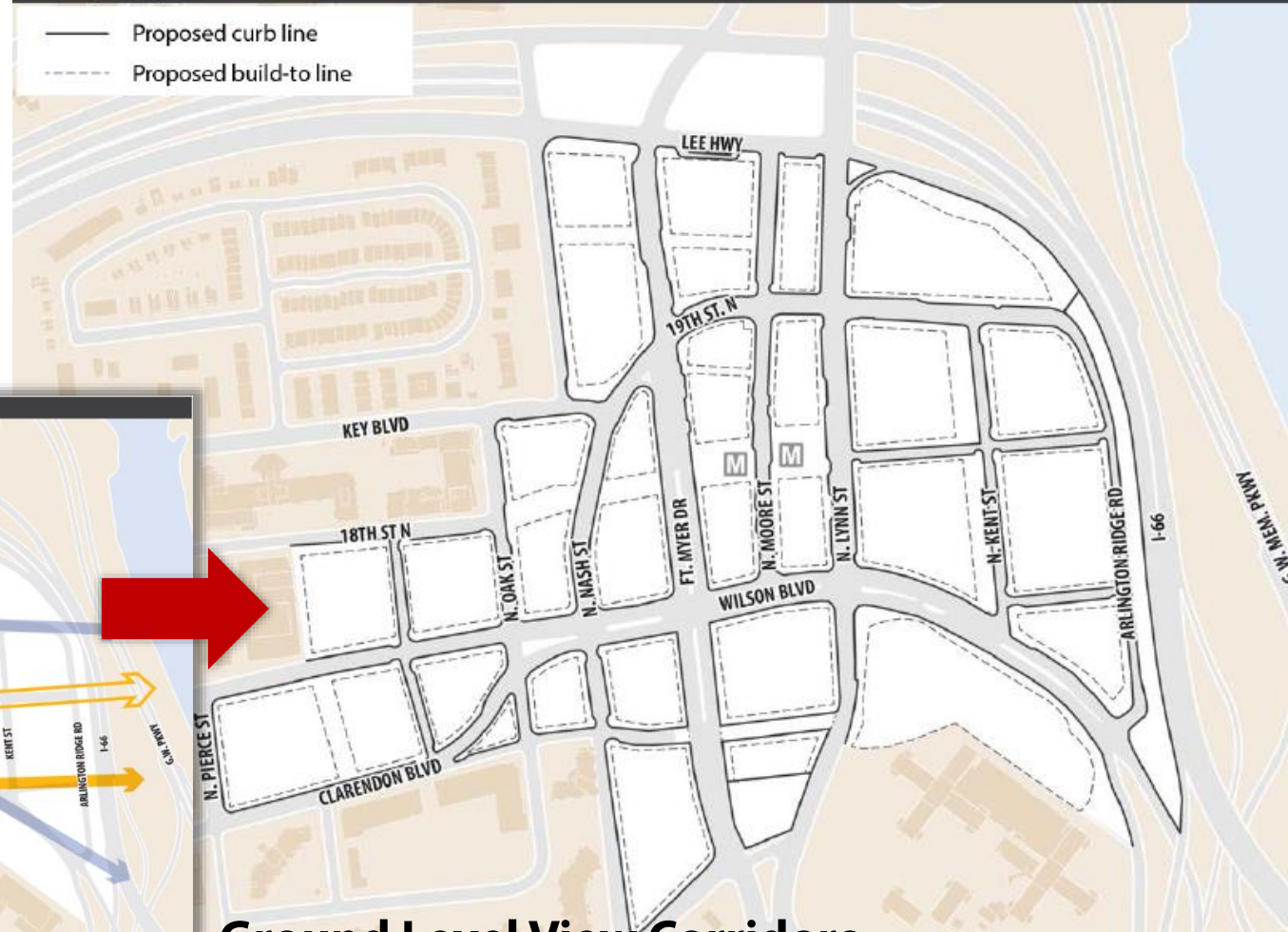
Chapter 3: Rosslyn Master Plan

Urban design, building height and form

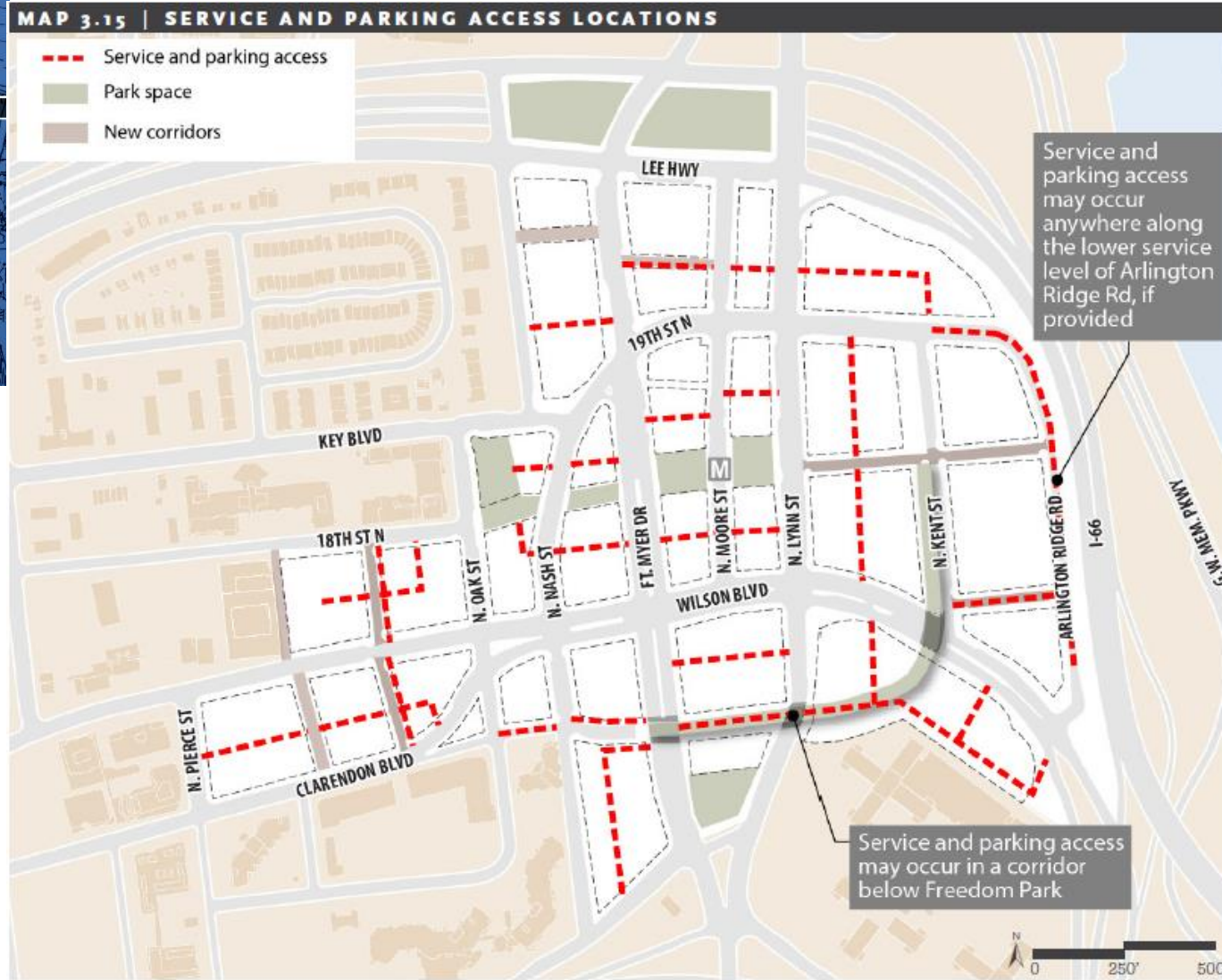
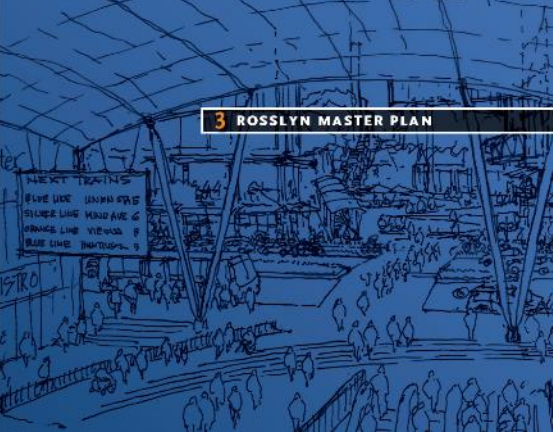


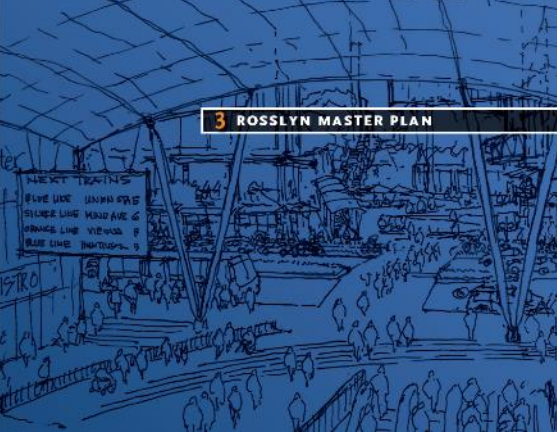
MAP 3.14 | BUILD-TO LINES

- Proposed curb line
- - - Proposed build-to line



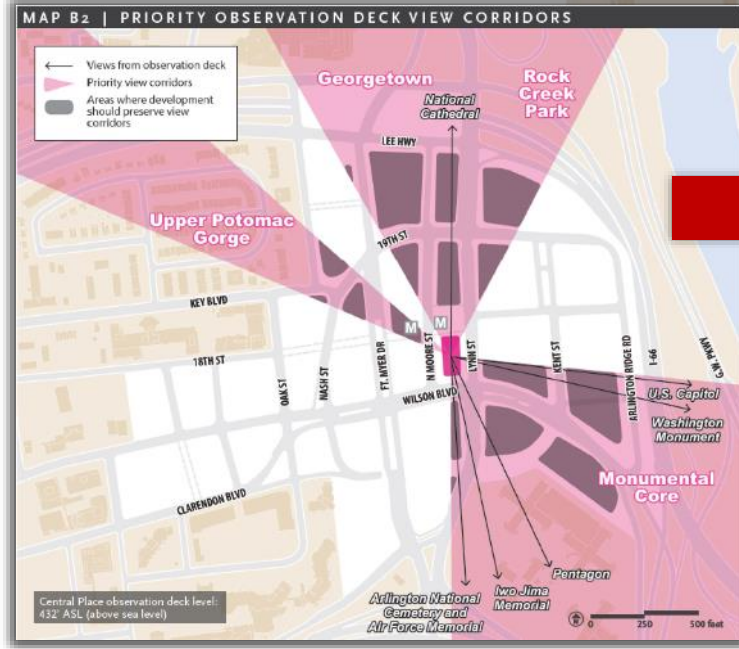
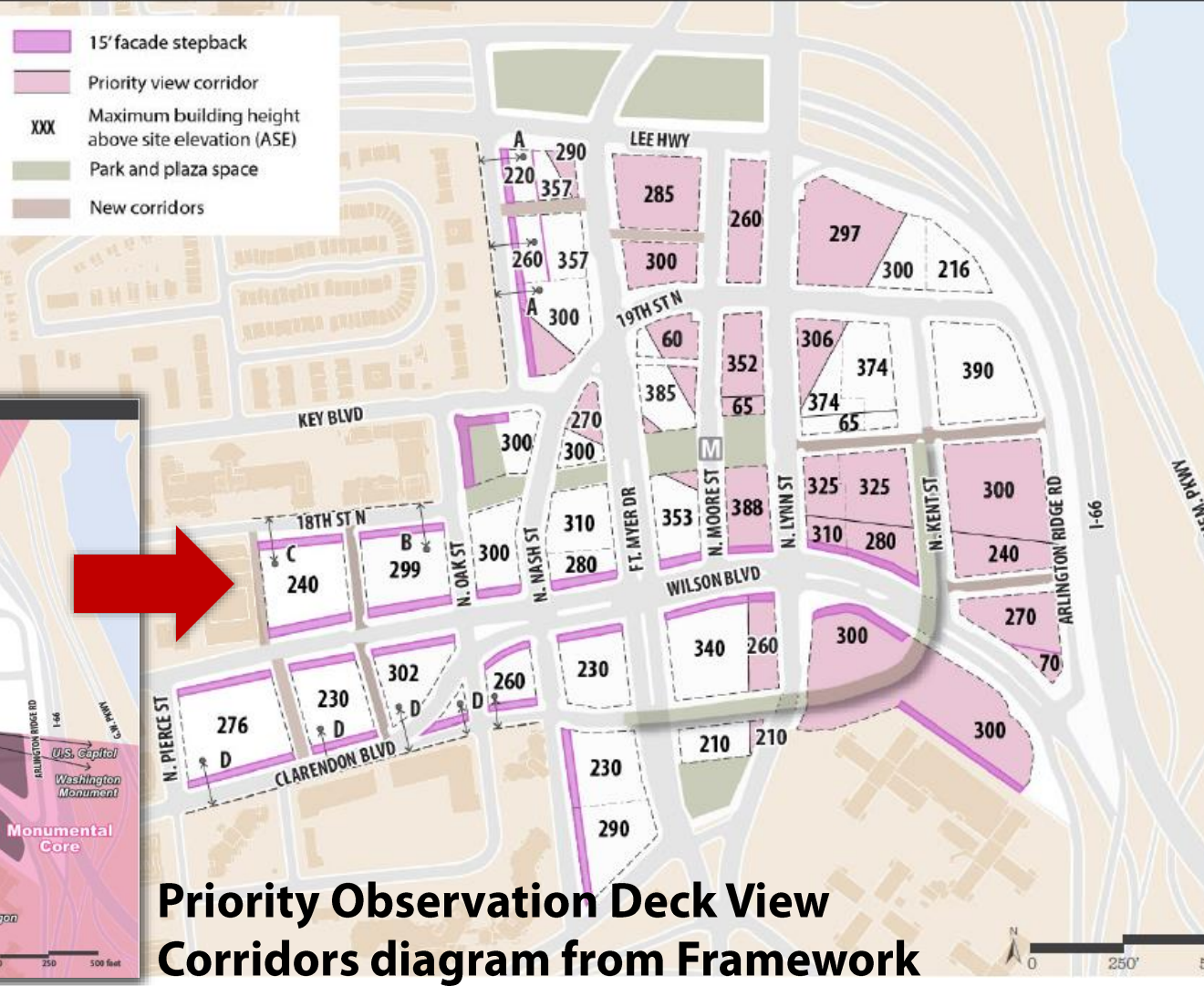
Ground Level View Corridors diagram from Framework



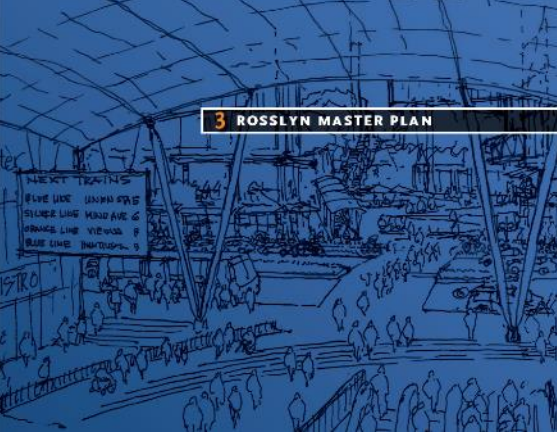


MAP 3.16 | BUILDING HEIGHTS

- 15' facade stepback
- Priority view corridor
- XXX** Maximum building height above site elevation (ASE)
- Park and plaza space
- New corridors

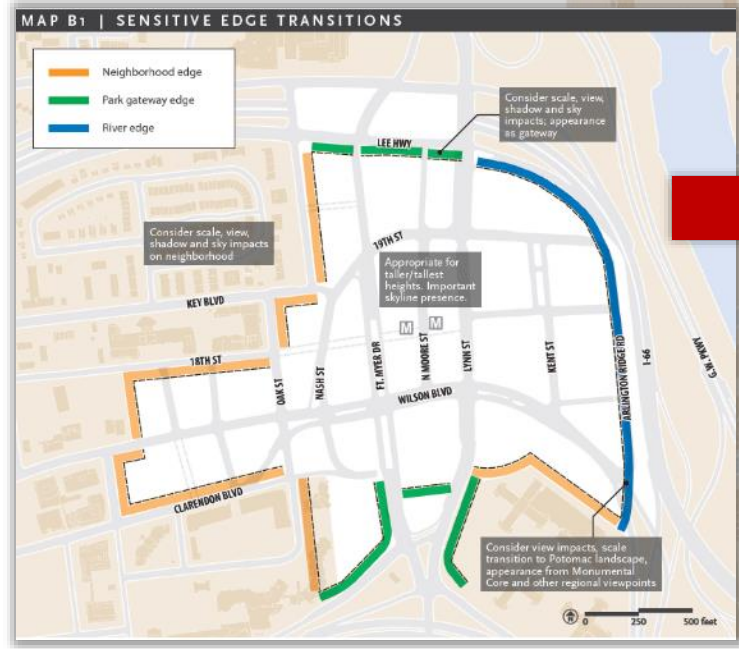
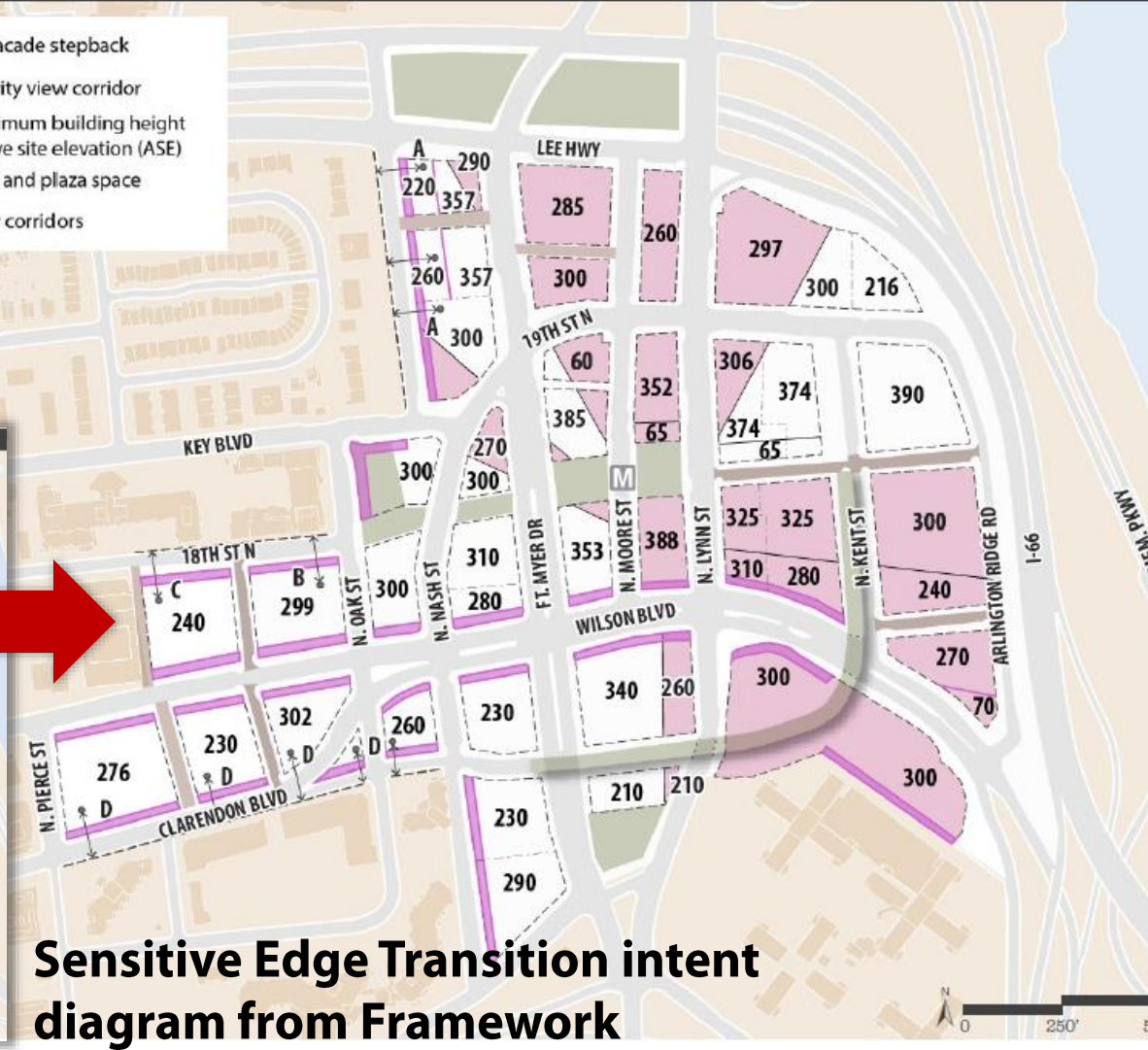


Priority Observation Deck View Corridors diagram from Framework



MAP 3.16 | BUILDING HEIGHTS

- 15' facade stepback
- Priority view corridor
- XXX** Maximum building height above site elevation (ASE)
- Park and plaza space
- New corridors

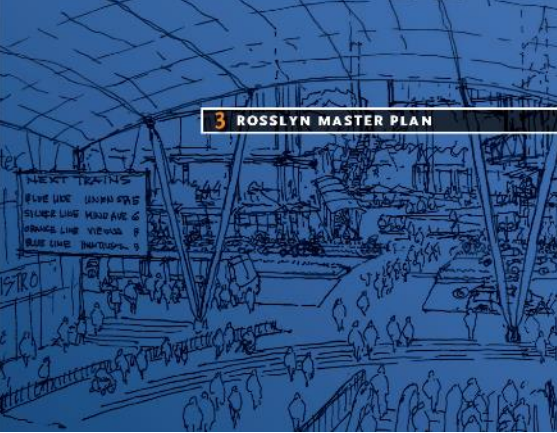


Sensitive Edge Transition intent diagram from Framework

2. Walking through the plan

Chapter 3: Rosslyn Master Plan

Urban design, building height and form



Providing consistent setbacks along Wilson Boulevard will substantially expand view opportunities from the many different parcels fronting Wilson, including views toward Washington, DC's Monumental Core to the east. Diagrams showing proposed conditions without setbacks (left) and with setbacks (right) illustrate the greater range of views possible with setbacks.



15' setback



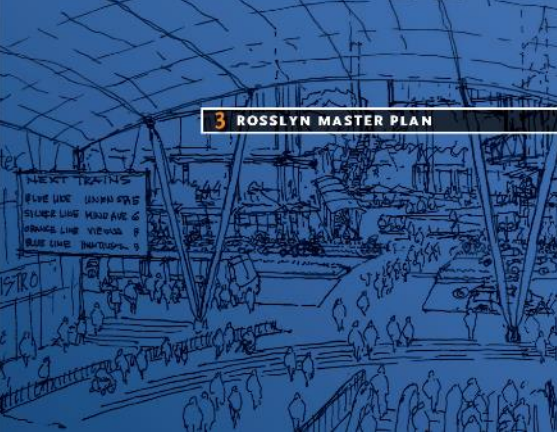
Setback + view corridor



Recess



Intermediate cornice + material change

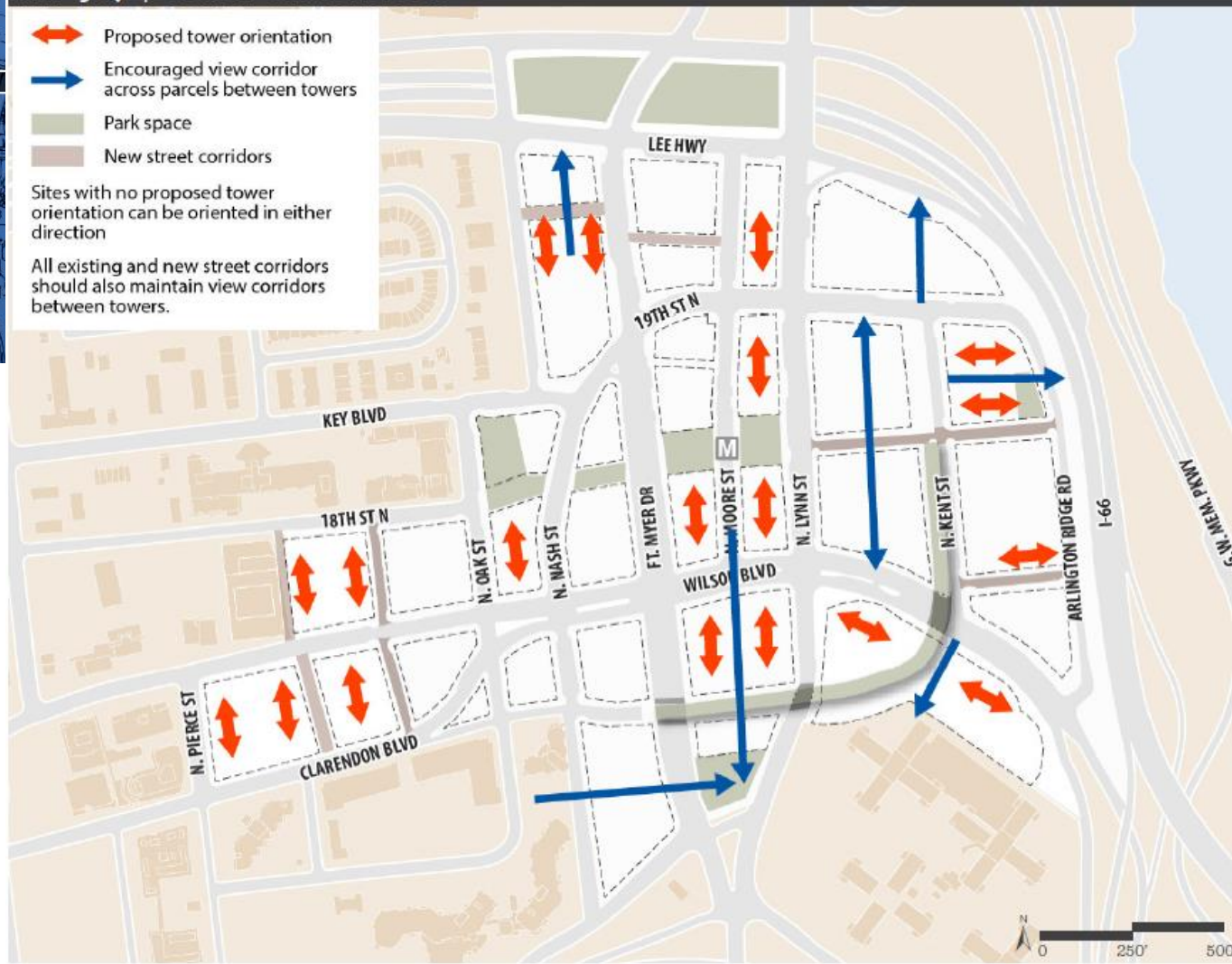


MAP 3.17 | TOWER ORIENTATION

- ↔ Proposed tower orientation
- ➔ Encouraged view corridor across parcels between towers
- Park space
- New street corridors

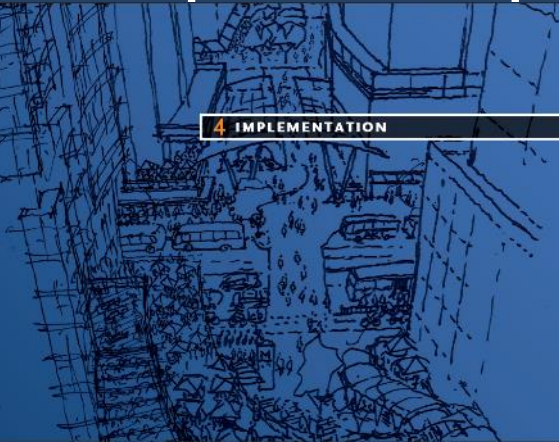
Sites with no proposed tower orientation can be oriented in either direction

All existing and new street corridors should also maintain view corridors between towers.



2. Walking through the plan

Chapter 4: Implementation



- Approach to Community Benefits
- Timing and Priorities for Planned Improvements
- Implementation Matrix

CHART 4.1 | IMPLEMENTATION ACTIONS

#	IMPLEMENTATION ACTIONS	TIMING	IMPLEMENTING AGENCY(S)	COUNTY MECHANISM(S)*
Affordable Housing				
12.	Ensure that up to 30% of the total value of community benefits for additional density in a "C-O Rosslyn" site plan project goes toward creating or preserving affordable housing. Evaluate the best use of this value (e.g. on-site units or a cash contribution) through the site plan process.	O	CPHD	
13.	Prioritize use of site plan cash contributions in the RCRD to achieve projects within the Rosslyn Metro Station Area, make progress towards the County's Affordable Housing Policy, and encourage construction and utilization of accessible units.	O	CPHD	
14.	Utilize affordable housing financing tools such as the Affordable Housing Investment Fund (AHIF), Low Income Housing Tax Credits, and other local, state and federal financing programs.	O	CPHD	
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

3. Updated plan recommendations

- Revised thinking on certain plan components, and why
- Added attention to air rights
- Discussion



Input from County Board Work Session

Summary of March 4 work session

Building Height and Form:

- Review sites planned for less than 300 feet to ensure plan goals are being advanced
- Consider optimal approaches to include flexibility in the plan that could still support the Peaks and Valleys concept

18th Street Implementation:

- Incorporate recommended guidance for 18th Street corridor into the plan
- Further study the potential for tower step backs along certain segments of the 18th Street corridor

Input from County Board Work Session

Summary of March 4 work session

Air Rights Development:

- Include a section with narrative on potential air rights development.
- Focus on outlining challenges and opportunities, planning goals to be advanced (and don't preclude air rights)
- What type of planning process would be best?

Rosslyn East End Transportation and Open Space:

- Include recommendation for full street connectivity
- Make the final location of Rosslyn Plaza Park flexible
- Include performance criteria that will provide clear objectives that should be achieved in terms of place making, public space design and function, building design, etc.

3. Updated plan recommendations

What has changed?

Most of the plan has not; but targeted refinements have been made to:

- Air Rights Development
- Rosslyn Plaza Park
- Building Form and Height
 - Flexibility
 - What's proposed to be codified, what's not

Other items not addressed at work session

- Land Use Goals, for more housing and more affordable housing
- WRAPS Recommendations, RCRD
- Ground Floor Land Use Map updates
- Two-way street travel implementation
- Community Benefits



3. Updated plan recommendations

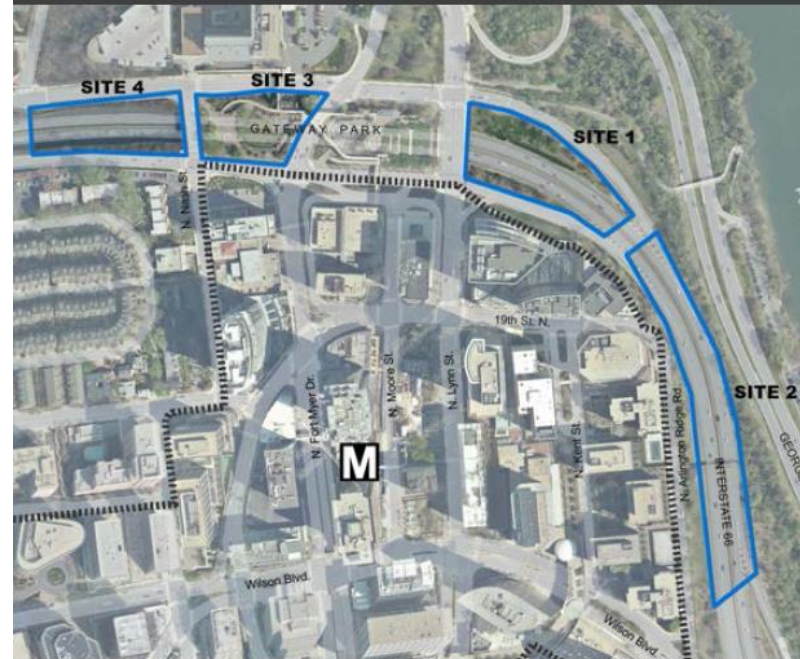
Air rights development

- Air Rights Study findings now summarized in Rosslyn Sector Plan Update

Key points:

- Feasibility of air rights development will vary on a range of factors/assumptions
- Potential opportunities include enhanced market position, economic base, park/trail connections
- Potential challenges include traffic & parking, views, ground floor activation, street connections
- County and Commonwealth should coordinate on further exploration of air rights development in Rosslyn

MAP 3.4 | AIR RIGHTS DEVELOPMENT SITES IN ROSSLYN



Virginia's Office of Public Private Partnerships identified four potential air rights development sites in Rosslyn for further study.

3. Updated plan recommendations

Rosslyn Plaza Park

What we heard:

- County Board stated a preference for having the plan be flexible in ultimate location of this park

Response:

- Two park locations acceptable:
 - Arlington Ridge Rd. at 18th St.
 - Kent St. at 18th St.
- 18th St. connection is vital either way

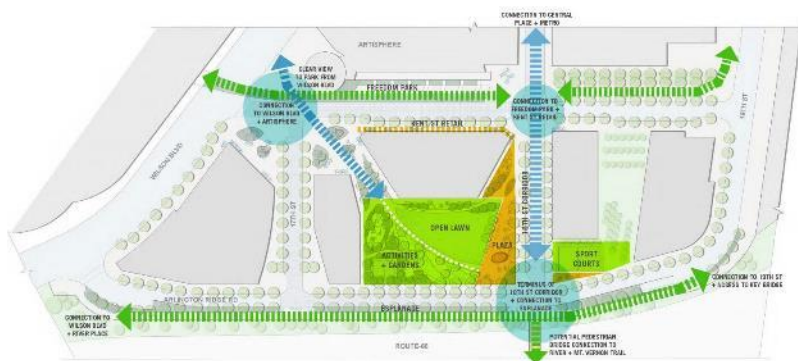


FIGURE 3.6 | ROSSLYN PLAZA PARK LOCATION ALTERNATIVE AT 18TH STREET AND N. KENT STREET

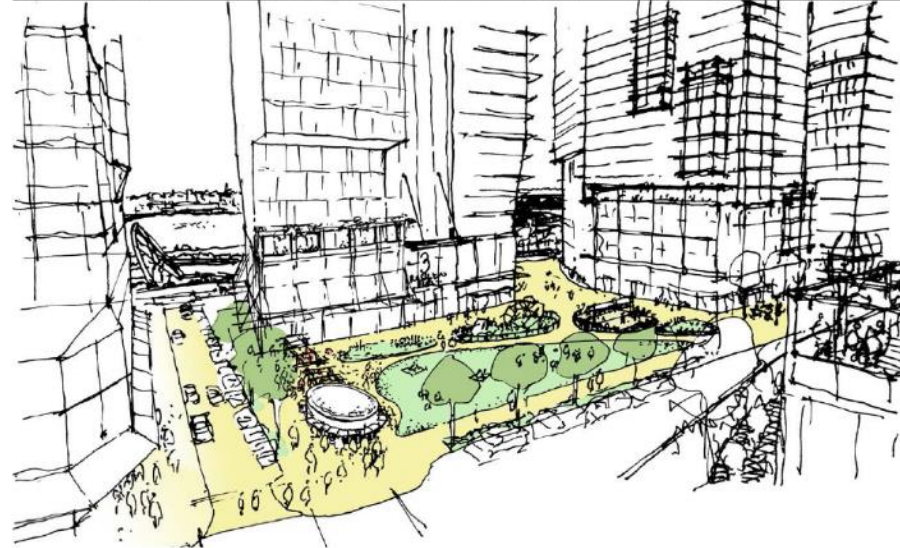


FIGURE 3.5 | ROSSLYN PLAZA PARK LOCATION ALTERNATIVE AT 18TH STREET AND ARLINGTON RIDGE ROAD



3. Updated plan recommendations

Building form and height: flexibility

Response:

- Sites with maximum listed height under 300' above grade may be built taller if:
 - Total height does not exceed 300'
 - FAA approves the height
 - Density does not exceed FAR 10
 - Space above height limit devoted to housing or hotel only
- Project advances plan goals to: preserves views, transitions to neighborhood context, achieves height variety, maintains daylight access



3. Updated plan recommendations

Building form and height: what is/isn't codified

What we heard:

- County Board interest in potential flexibility where warranted

Responses:

- Recommended for codification in zoning:
 - Density
 - Building height (including provisions for flexibility)
 - Setback provisions for street & neighborhood scale transition
- Other considerations addressed as guidelines, allowing flexible response as long as intent is achieved

FIGURE 3.7 | BUILDING HEIGHT AND FORM GUIDELINES SEE DETAIL ON FOLLOWING PAGES

BUILDING BASE
B1. Buildable areas and edges
B2. Ground level building area design along street and public space edges
B3. Service and parking access
B4. Parking location and design
B5. Grade transitions
BUILDING TOWER/CAP
T1. Building height
T2. Street and neighborhood scale transition
T3. Tower orientation, dimensions, spacing and use
T4. Architectural composition of towers and caps

3. Updated plan recommendations

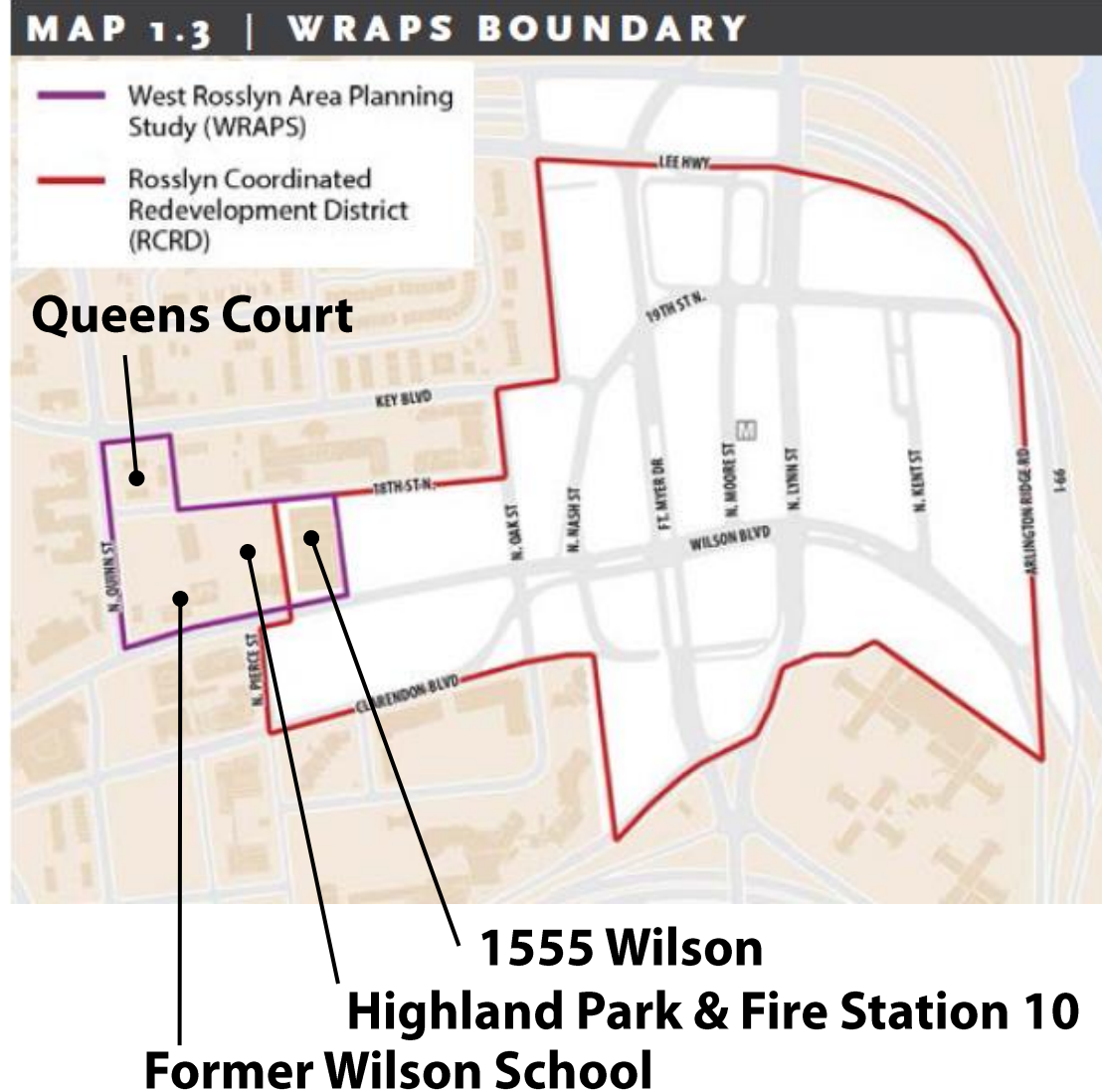
RCRD and WRAPS study area relationship

What we thought:

- Recommendations for 1555 Wilson must reflect specific outcomes of Western Rosslyn Planning Area Study (WRAPS) community process

Response:

- 1555 Wilson removed from Rosslyn Sector Plan study area (and proposed to be removed from RCRD), will be addressed by WRAPS plan instead
- WRAPS process informed by Realize Rosslyn goals and policies



3. Updated plan recommendations

Land use goals: more housing

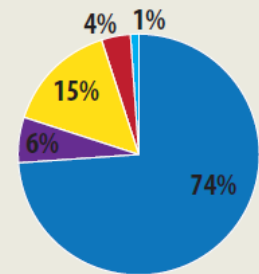
What we heard:

- Need proactive efforts to increase share of housing in Rosslyn relative to office use

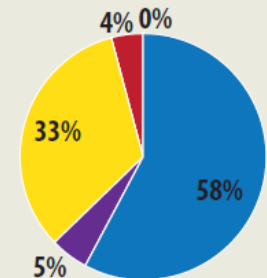
Response:

- Housing development targets established:
 - 2,500-3,000 more units by 2040
 - Long-term: 4,000-5,000 more units
- Mixed-use guideline: Site plans with 2+ towers should include at least one housing tower
- Housing height incentive: Sites with maximum heights under 300' above grade can potentially add floors if they contain housing (additional criteria also apply)
- Potential impacts:
 - Housing occupies approx. 20-30% of RCRD floor area
 - Resident population 15-20% of daytime population

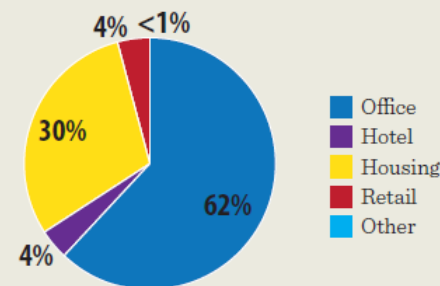
Existing and approved land use, RCRD



Potential land use mix of new development, RCRD



Potential overall future land use mix, RCRD



3. Updated plan recommendations

Land use goals: affordable housing

What we heard:

- Need deliberate policy to leverage new development in Rosslyn to create more affordable housing units in Arlington, and income diversity in the RMSA

Response:

- Recommendation to direct up to 30% of community benefits contribution value toward affordable housing
- Form of contribution (on-site units, cash contribution for units in RMSA, cash contribution for units in Arlington, etc.) determined on a project-by-project basis

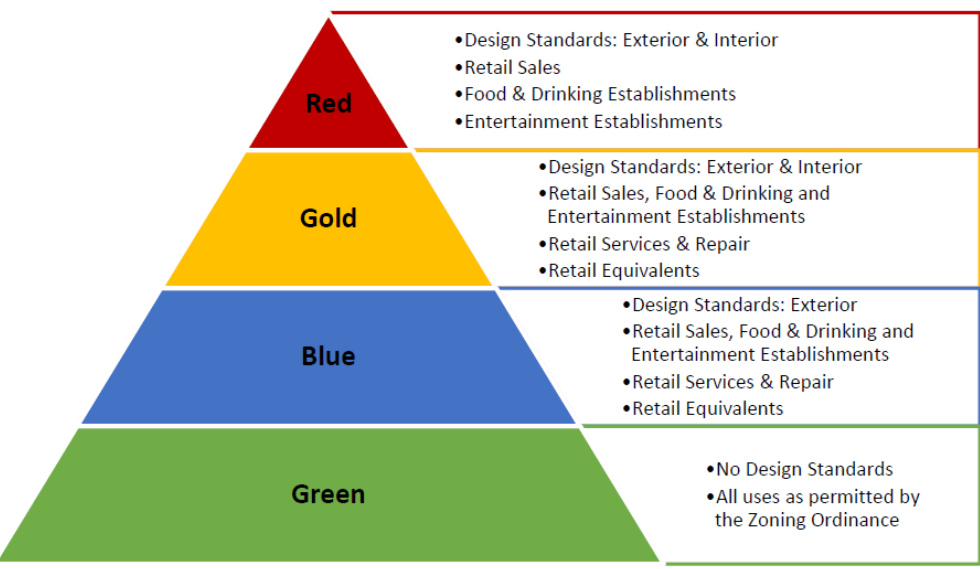
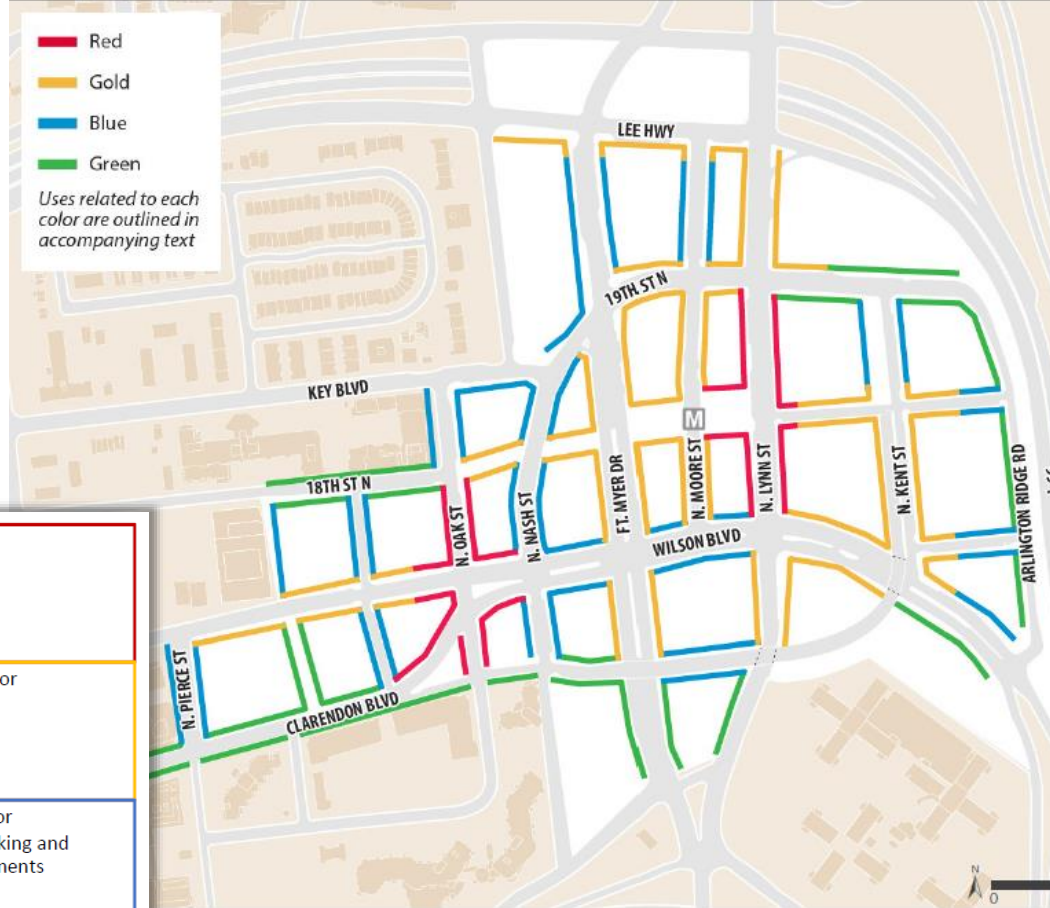


3. Updated plan recommendations

Ground floor land use

- Ground floor use designations now follow draft Arlington County Retail Plan categories
- Active uses required at red, gold and blue edges
- Uses get more flexible as you move towards bottom of pyramid

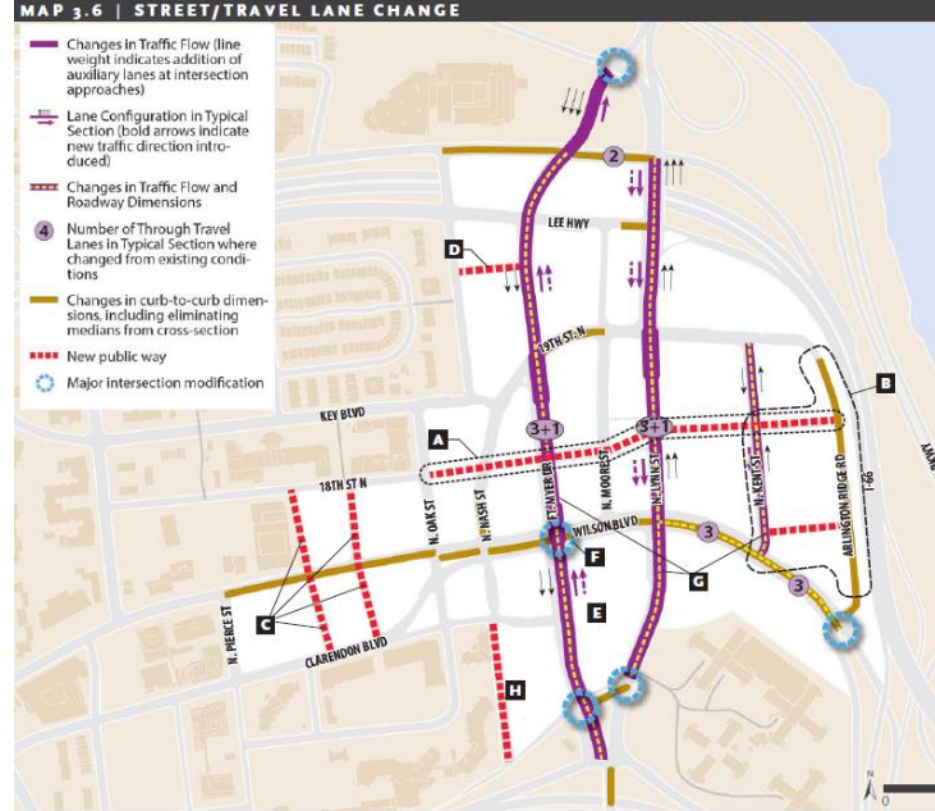
MAP 3.2 | GROUND LEVEL USES



3. Updated plan recommendations

Two-way street travel implementation

- Conversion of streets from one-way to two-way travel is recommended for:
 - Lynn Street
 - Fort Myer Drive
 - Kent Street (with adjacent parcel redevelopment)
- Two-way conversion will be studied further and pilot-tested prior to implementation, if feasible
 - Test operations prior to removal of tunnel at Fort Myer Drive & Wilson Boulevard
 - Conduct further study of intersection operations, configurations and other details to confirm optimal engineering & design



Community benefits

Highlights of Approach

- Focus community benefits in a way that can help complete certain planned improvement projects sooner (*instead of pooling together resources to be spread thinly across multiple projects*)
- Over time, manage the contributions so that different types of projects are being implemented in a balanced way
- More clear distinction between community benefits seen as standard expectations for all site plans, and those extraordinary elements that should be considered with increases in density above 3.8 / 4.8 FAR

4. Updated schedule and next steps



4. Schedule / Next Steps

Targeted Process Timeline (draft)

Month	Meetings	Milestones
February	<ul style="list-style-type: none"> Rosslyn Process Panel (2/2) 	
March	<ul style="list-style-type: none"> County Board Work Session (3/4) 	
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) LRPC (5/20, 5/21) (and 5/27, if needed) Park and Recreation Comm. (5/26) Urban Forestry Comm. (5/28) Transportation Comm. (5/28) 	<div style="border: 1px solid black; background-color: #f4a460; padding: 5px; text-align: center;"> 1st Draft Plan for Public Review </div>
June	<ul style="list-style-type: none"> Planning Commission (RTA) Open House (6/2)* Housing Commission (6/4)* County Board (RTA) (6/13 or 6/16) 	
	<div style="border: 1px solid black; background-color: #f4a460; padding: 5px; text-align: center;"> <i>Staff revisits Advisory Commissions as requested</i> </div>	
July	<ul style="list-style-type: none"> Planning Commission County Board (Action) (7/18 or 7/21) 	<div style="border: 1px solid black; background-color: #8b4513; color: white; padding: 10px; text-align: center;"> Rosslyn Sector Plan Update Adoption </div>

4. Schedule / Next Steps

Be Heard! Opportunities for Public Input - meetings

- Community Open House (6/2)*
Midday and early evening sessions
* = Tentative



- Planning Commission Hearings
(RTA: Early June, TBD)
(Action: Early July, TBD)

- County Board Hearings
(RTA: Mid June, TBD)
(Action: Mid July, TBD)



4. Schedule / Next Steps

Comment / Matrix

ATTACHMENT 2 DRAFT Comment and Response Matrix – Mar. 27, 2014 LRPC Meeting

Realize Rosslyn | Rosslyn Plan Framework

Comment No.	Source	Location	Question/Comment	Project Team Response	Proposed Changes to Framework
1	LRPC	p. 37	Land Use Mix The framework should include some policy direction on land use mix. It doesn't need to be specific, could be a percentage range or an emphasis.	The framework's section intro language currently states more specific land use mix targets will be included in the Sector Plan Update. The project team will perform additional analysis to determine appropriate use mix targets soon after adoption of the framework. In terms of the plan framework's current nods to use mix, note that policy directive U3 calls for significant housing increases in the RCRD, while directive U2 identifies priority locations for pedestrian-oriented retail.	No changes proposed.
2	LRPC	p. 36	Public Parks and Open Space Passive and active uses are separated in the framework on maps and policies. Some spaces will have both, need to pull them together.	We concur.	Policy Directives P6 and P8 will be revised to reflect this comment, and the legend descriptions for Map P1 will also be refined.
3	LRPC	p. 35	Rosslyn Plaza Open Space Using performance objectives rather than a specific location and size could have unintended consequences. Sector Plan should be aspirational. Consider defining flexibility within certain limits.	We understand this potential, and understand that the exact wording of the performance criteria – if that approach is used – become very important.	No changes proposed.
4	LRPC	p. 35	Rosslyn Plaza Open Space A critical performance objective should be a space that is large enough to sustain a number of activities.	We concur.	If the performance criteria approach is ultimately applied, we would work to include a criterion that aligns with this idea.
5	LRPC	p. 35	Esplanade Provide more information on the Esplanade: elevation, views, and connections to the river.	More information on the proposed esplanade, and a variety of other elements in the plan framework, will be specified in greater detail in the drafting of the Sector Plan Update.	No changes proposed.
6	LRPC	p. 35	Dark Star Park Consider a dedicated policy directive for Dark Star Park similar to other important parks (Gateway Park, Esplanade, etc.).	We concur.	A new policy directive will be added to Public Parks and Open Space Theme 3 that addresses Dark Star Park.

04.01.2014

1

4. Schedule / Next Steps

Review the Plan Online

REALIZE ROSSLYN
a plan for a distinctive urban place

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Draft Rosslyn Sector Plan

VISION: Rosslyn in 2040

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.

ROSSLYN SECTOR PLAN

Front Matter and Chapter 1: About this Document
Chapter 2: Positioning Rosslyn
Chapter 3: Rosslyn Master Plan
Chapter 4: Implementation

Download
Full Draft Rosslyn Sector Plan (low res, 7MB)
Full Draft Rosslyn Sector Plan (high res, 16MB)

Achieving the Rosslyn Vision

The Rosslyn Sector Plan is the result of a multi-year community planning process to develop a shared vision to transform Rosslyn into an easily accessible place that is walkable and vibrant, with great housing, workplaces, retail, and public spaces. The plan will serve as a guiding document for private and public investment in central Rosslyn over the next 25 years.

UPCOMING EVENTS

- MAY 13** Wed 7:00 pm Rosslyn Process Panel Meeting @ Conference Room 311 (3rd Floor)
- MAY 18** Mon 7:30 pm E2C2 @ Conference Room Cherry/Dogwood
- MAY 20** Wed 7:00 pm LRPC Meeting @ Conference Room 311
- MAY 21** Thu 7:00 pm LRPC Meeting @ Multipurpose room, Key Elementary School
- MAY 26** Tue 7:00 pm Park and Recreation Commission Meeting @ Conference Room Azalea
- MAY 27** Wed LRPC Meeting (Reserved, if needed) @ TBD **All Day**
- MAY 28** Thu 7:30 pm Transportation Commission @ County Board Room
7:30 pm Urban Forestry Commission @ Conference Room Azalea

4. Schedule / Next Steps

Provide input via Realize Rosslyn Web Site

REALIZE ROSSLYN
a plan for a distinctive urban place

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Home | Comment on the Draft Rosslyn Sector Plan

Comment on the Draft Rosslyn Sector Plan

May 4, 2015 | 1 Comment

ROSSLYN SECTOR PLAN

ARLINGTON VIRGINIA
MAY 9, 2015 DRAFT

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Category: plan

Comments (1)

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Chris P says:
May 8, 2015 at 3:07 pm

This plan completely neglects the impact on the school system of adding 4000-5000 new housing units. If just 15% of those units contain a school-age child, it will create the need for an additional school (beyond the secondary school being built at Rosslyn Highlands). The plan should dedicate space for another school now, before development takes up all available land.

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DISCUSSION

