

**SITE PLAN REVIEW COMMITTEE
MEETING AGENDA & STAFF REPORT**

DATE: Monday, December 12, 2016
TIME: 7:00 – 8:30 p.m.
PLACE: 2100 Clarendon Boulevard
Courthouse Plaza
Room 109/110 (Cherry & Dogwood)
Arlington, VA 22201

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

Item 1. 1555 Wilson Boulevard (SP #445) 7:00pm–8:25pm
(RPC# 16-033-008, -009, -010, -011, -012, -013, -014, -016, -017, -018, -021, and
-022)
Planning Commission and County Board meetings scheduled for February 2017.
Samia Byrd (CPHD Staff)

The Site Plan Review Committee (SPRC) is comprised of Planning Commission members, representatives from other relevant commissions and several appointed citizens. The SPRC reviews all site plans and major site plan amendments requests, which are submitted to the County Board and the Planning Commission for consideration. The major responsibilities of the SPRC are the following:

1. Review site plan or major site plan amendment requests in detail.
2. Advise the Planning Commission by recommending the appropriate action in regard to a specific plan and any conditions, which it might determine to be necessary or appropriate.
3. Provide a forum by which interested citizens, civic associations and neighborhood conservation committees can review and comment on a particular plan, or the effects that the proposed project might have on the neighborhood.

In order to save copying costs, staff has selectively chosen the reduced drawings to be included in this package. The complete full size drawings are available for review in the Arlington County Zoning Office, 10th Floor, Courthouse Plaza, 2100 Clarendon Boulevard and also in the Central Library's Virginia Room, 1015 N. Quincy St., (703) 228-5990.

For more information on the Arlington County Planning Commission, go to their web site
<http://commissions.arlingtonva.us/planning-commission/>

For more information on the Site Plan public review process, go to the Arlington County Planning Division's web site on Development Proposals/Site Plans
http://www.arlingtonva.us/Departments/CPHD/Planning/applications/site_plans/CPHDPlanningApplicationsSite_plansMain.aspx

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

ITEM 1

Agenda: Meeting #1, November 14, 2016

- 1) Introduction (SPRC Chair)
 - a) SPRC Overview, Scope and Agenda
- 2) Informational Presentations
 - a) Context and Background (Staff)
 - i) Site Plan Summary
 - ii) WRAP Summary
 - iii) WRAP Implementation – Elements of Joint Redevelopment
 - (1) Ground Lease
 - (2) Development Agreement
 - (3) Other
 - b) Site Plan Proposal (Applicant)
- 3) SPRC Questions, Answers & Discussion
- 4) Wrap Up & Summary (SPRC, SPRC Chair)

Agenda: Meeting #2, December 5, 2016

- 5) Meeting Agenda & Outline (SPRC Chair)
- 6) SPRC Review and Discussion
 - a) Heights
 - i) Building Form
 - ii) Massing
 - b) Land Use
 - i) Uses
 - ii) Densities
 - iii) Retail
- 7) Wrap Up & Summary – (SPRC Members & SPRC Chair)

Agenda: Meeting #3, December 12, 2016

- 8) Meeting Agenda & Outline (SPRC Chair)
- 9) SPRC Review and Discussion
 - a) Transportation
 - i) Circulation
 - (1) New Street

- (2) New Pedestrian Path
- (3) Street Cross Sections
- ii) Access
- iii) Loading
- iv) Parking

- b) Open Space & Recreation
 - i) Rosslyn Highlands Park
 - ii) Landscape Plan

- e) Urban Design
 - i) Architecture
 - ii) Public Realm
 - iii) Streetscape
 - iv) Urban Design Principles
 - (1) Buildable Areas/Architecture/Grade Transitions
 - (2) Service/Parking/Streetscape
 - (3) Open Space/Recreation

- f) Environment
 - i) Sustainability

- g) Implementation
 - i) Shared/Joint Use
 - ii) Phasing

10) Summary & Wrap Up (SPRC Members & SPRC Chair)

Site Location: 118,311 square foot site (2.72 acres) located in the West Rosslyn plan area on a portion of the super block generally bounded by 18th Street North to the north, North Oak Street to the east, Wilson Boulevard to the south and North Quinn Street to the west.

Applicant Information

Developer

West Rosslyn Development Company,
LLC
2400 N Street, NW, #600
Washington, DC 22201
John Kusturiss
(202) 339-8880
JKusturiss@pzre.com

Attorney

Bean, Kinney & Korman, PC
2300 Wilson Boulevard, 7th Flr.
Arlington, VA 22201
Matthew G. Roberts
(703) 525-4000
mroberts@beankinney.com

Architect (East Building)

Hickok Cole Architects
1023 31st Street, NW
Washington, DC 20007
Devon Perkins
(202) 667-9776
dperkins@hickokcole.com

Architect (West Building)

Studios Architecture
1625 M Street., NW
Washington, DC 20036
Brian Pilot

Engineer

Bowman Consulting
2121 Eisenhower Avenue, #302
Alexandria, VA 22304
John Lutostanski

Landscape Architect

Lee and Associates
638 Eye Street, NW
Washington, DC 20001
Rhonda Dahlkemper

(202) 736-5959
bpilot@studios.com

(703) 683-5781
jlutostanski@bowmanconsulting.com

(202) 466-4232
RDahlkemper@leeandsassociates.com

LEED Consultant

Sustainable Building Partners
2701 Prosperity Avenue, Suite 100
Fairfax, VA 22031
Mike Babcock
(703) 970-2890
Mike.babcock@sustainbldgs.com

BACKGROUND: The Applicant, West Rosslyn Development Company, LLC (Penzance) has submitted a site plan application to redevelop the site of an existing commercial office building at 1555 Wilson Boulevard, and Fire Station No. 10 and Rosslyn Highlands Park located at 1559 Wilson Boulevard. The development proposal includes both land owned by the Applicant (1555 Wilson Boulevard) and land owned by Arlington County (1559 Wilson Boulevard). Under ground lease to the Applicant and specific terms of a Development Agreement (the “Agreement”) with the County, the Applicant would incorporate into its development of the subject site, construction of a new fire station and public park among other things. The proposed site plan is submitted pursuant to a public-private partnership between the County and the Applicant in fulfillment of commitment to joint redevelopment of the subject properties. The intent of the joint redevelopment is to leverage private development as a means to offset the costs to the County of constructing a new Fire Station 10 and a redeveloped Rosslyn Highlands Park.

Following is a chronological summary of events and County Board actions leading to the submission of the proposed site plan and other related development applications (rezoning and General Land Use Plan [GLUP] amendment).

- January 2013 – Arlington County Board and Penzance Properties, LLC execute a Letter of Intent (LOI) regarding a purchase and sale agreement, and a ground lease or other such agreement for a potential public-private partnership to consolidate, subdivide, and redevelop the properties at 1555 and 1559 Wilson Boulevard with a mixed use project comprised of commercial, residential retail and civic uses and a public park.
- June of 2014 – Arlington County Board initiates the West Rosslyn Area Planning Study (WRAPS) process to consider potential development scenarios for the western area of the Rosslyn Metro Station.
- July 21, 2015 – [Western Rosslyn Area Plan](#) (WRAP) adopted by the Arlington County Board setting forth the vision and a framework for implementation of a public-private partnership that would afford the opportunity to “rebuild three civic uses – a fire station, school and park – clustered together around new private residential, retail, and office development...” (WRAP, pg. 2).
- July 21, 2016 – West Rosslyn Area Development Ground Lessee, LLC, an affiliate of Penzance enters into a ground lease with the County Board on its property at 1559 Wilson Boulevard to facilitate and outline the terms of the coordinated redevelopment of 1555 Wilson Boulevard and the County’s property.

- November 5, 2016 – The County Board and West Rosslyn Development Company, LLC enter into a Development Agreement to establish the terms and conditions for the design and construction of certain public and civic improvements for the benefit of the County on the 1555 and 1559 Wilson Boulevard properties.

Future actions required by the County Board with respect to the Development Agreement include:

- Reciprocal Easements Agreement (REA)
- Firehouse Lease Agreement
- Use Permit for Rosslyn Highlands Park
- Use Permit for Wilson School

These actions and associated applications are not subject to the proposed site plan request.

Site Plan Application Summary: The Applicant proposes to rezone the properties located at 1555 and 1559 Wilson Boulevard from “C-2”, “C-3”, “S3-A” and “RA6-15” to “C-O” to permit construction of two new multifamily residential buildings with ground floor retail and Fire Station 10. The buildings would be bisected by a new street running, north south through the site and frame the new Rosslyn Highlands Park. Additional information regarding the development is below:

East Building

- 562 dwelling units
- 18,590 sq. ft. retail
- Fire Station 10
- 27 stories (270 ft.)

West Building

- 351 dwelling units
- 6,753 sq. ft. retail
- 23 stories (240 ft.)

Below Grade Parking (total spaces: 1,060)

- 791 residential use spaces
- 99 retail use spaces
- 46 flexible use spaces
- 24 fire station spaces
- 100 school use spaces

The following provides additional information about the site and location.

Site: The 2.72-acre, site is located in West Rosslyn in the middle of the block generally bounded by 18th Street North to the north, N. Quinn Street to the west, Wilson Boulevard to the south and N. Oak Street to the east. Adjacent and surrounding land uses are as follows:

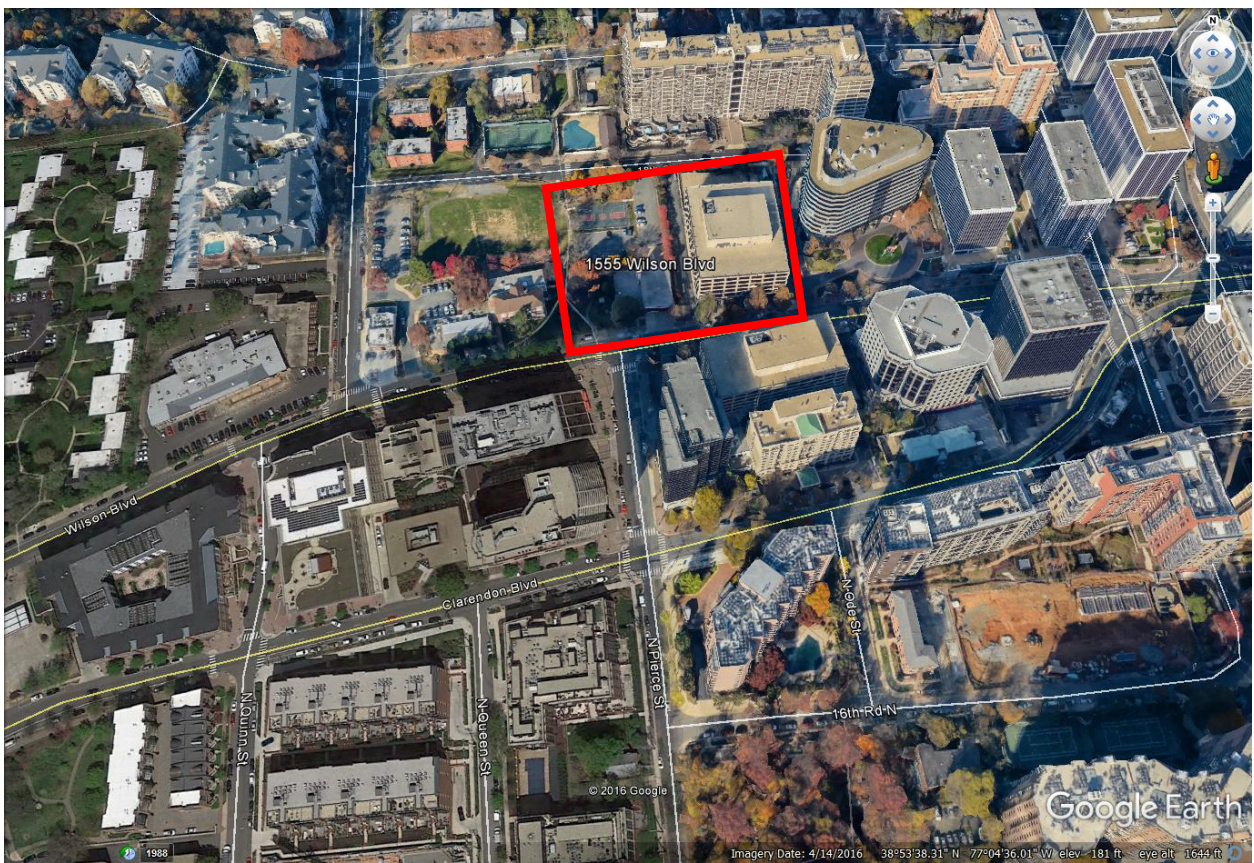
To the north: Across 18th Street North, 1530 Key Boulevard, 13-story residential building

identified as the, Atrium Condominiums (SP #181); Zoned “RA4.8” and designated as High-Medium” Residential on the GLUP.

To the east: 1525 Wilson Boulevard (SP #222), 12-story commercial office building; Grocery Store (Safeway); Zoned “C-O” Mixed Use district and designated “High” Office Apartment Hotel on the GLUP.

To the south: 1550, 1560 and 1600 Wilson Boulevard, six, 12 and 14-story commercial office buildings (SP #219 and SP #83); Zoned “C-O” Mixed Use district and designated “High” Office Apartment Hotel on the GLUP.

To the west: Woodmont-Wilson Elementary School site; Zoned “S3-A” and designated “Public” on the GLUP.



Zoning: “C-2”, Service Commercial-Community Business District, C-3”, General Commercial District, “RA6-15”, Multiple Dwelling District and “S3-A” Special District. The site’s proposed zoning is “C-O” Mixed Use District.

General Land Use Plan Designation: “High” Office Apartment Hotel (up to 3.8 FAR office commercial, up to 4.8 FAR residential, and up to 3.8 FAR hotel), and “Public” Western Rosslyn Coordinated Redevelopment District (Note 2). A portion of the County parcel at 1559 Wilson Boulevard would be designated as “High” Office Apartment Hotel in

association with the proposed site plan.

Neighborhood: North Rosslyn Civic Association; Adjacent to the Colonial Village and Radnor Fort Myer Heights Civic Associations.

Existing Development: The site is currently developed with a commercial office building and parking, Fire Station 10 which includes an engine company and medic unit, and Rosslyn Highlands Park with both active and passive uses including a full-size basketball court and playground.

Development Potential: Below is the development potential for the subject site based on the proposed zoning.

Site Plan Area: 118,311 sf	TYPICAL USE	DENSITY ALLOWED/ MAXIMUM DEVELOPMENT
“C-O” By-Right	One family detached; Religious Institutions (churches, mosques, synagogues, and temples); All other minor utilities; Office; Retail, Personal Services; Agriculture Uses.	6,000 sf per Lot One-Family Dwellings: 19 Dwellings .60 FAR all other uses: 70,986 sf GFA
“C-O” Site Plan	Office, hotel, multiple family dwelling and commercial development	3.8 FAR Office, Commercial: 449,581 sf GFA 4.8 FAR Multiple Family: 567,892 sf GFA 3.8 FAR Hotel: 449,581 sf GFA
“C-O” Western Rosslyn Coordinated Redevelopment District	Office, hotel, multiple family dwelling and commercial development	10.0 FAR Commercial, Office, Residential, Hotel: 1,183,110 sf GFA

Proposed Development: The following table sets forth the preliminary statistical summary for the subject site plan.

	Proposed
Site Area (Pre-Dedication)	118,311 sf (2.7160 Ac)
Site Area Allocations	
Retail	2,544 sf (0.0584 Ac)
Residential	115,767 sf (2.6577 Ac)
Site Area (Post-Dedication) ¹	117,188 sf (2.6902 Ac)
Density²	
East Building	769,300 sf
Residential GFA	750,710 sf
Retail GFA	18,590 sf
Fire Station GFA	18,637 sf

¹ The Application proposes dedicating approximately 1,123 sf of right of way to the County. After such dedication the site plan site area would decrease to 117,188 sf. The pre-dedicated site area is used for density purposes.

² Gross floor area associated with Fire Station use (18,637 sf) is proposed for exclusion and is not included in total building GFA. In addition, requested exclusions for Mechanical Shafts (4,511 sf), East Building Retail Mezzanine (1,798 sf), West Building Elevator and Lobby – APS (277 sf), Trash and Recycling (2,660 sf) and service corridors (4,082 sf) proposed to be excluded is also not included in the GFA totals.

	Proposed
West Building	413,810 sf
Residential GFA	407,057 sf
Retail GFA	6,753 sf
Total Residential GFA	1,157,767 sf
Total Residential Density	10.0 FAR
Total Retail GFA	25,343 sf
Total Retail Density	9.6 FAR
Total GFA	1,183,110 sf
Total Density	10.0 FAR
“C-O” Max. Permitted Office, Commercial, Retail GFA	9,666 sf
“C-O” Max. Permitted Office, Commercial, Retail Density	3.8 FAR
“C-O” Max. Permitted Residential GFA	555,683 sf
“C-O” Max. Permitted Residential Density	4.8 FAR
“C-O” WRAP Max. Permitted GFA	1,183,110 sf
“C-O” WRAP Max. Permitted Density	10.0 FAR
Height	
Average Site Elevation	175.24 ft
East Building	
Main Roof Elevation	445.00 ft
Main Roof Height	269.76 ft
Penthouse Roof Elevation	468.00 ft
Penthouse Roof Height	292.76 ft
Penthouse Height	23 ft
Stories	27
West Building	
Main Roof Elevation	415.24 ft
Main Roof Height	240.00 ft
Penthouse Roof Elevation	438.24 ft
Penthouse Roof Height	263.00 ft
Penthouse Height	23 ft
Stories	23
“C-O” Max. Permitted Height Multiple Family³	180 ft
“C-O” Max Permitted Height (East of New Street)⁴	270 ft
“C-O” Max Permitted Height (West of New Street)⁵	240 ft
Parking	
Total Parking Spaces	1,060
Residential Spaces	791
Standard	620
Compact	155 (20%)
Handicap	16
Residential Ratio	.87 Space/Unit
Retail Spaces	99
Standard	95
Handicap	4
Retail Ratio	1 Space per 256 sf of GFA
Flexible Use Spaces ⁶	46
Standard	44
Handicap	2

³ Includes mechanical penthouse and parapet walls.

⁴ Excludes mechanical penthouses and parapet walls.

⁵ See preceding footnote.

⁶ These spaces are not counted toward any of the spaces relative to meeting the required parking standards/ratios.

	Proposed
Fire Station Spaces ⁷	24
Standard	23
Handicap	1
School Use Spaces ⁸	100
Standard	96
Handicap	4
Required “C-O” Office, Retail, Commercial Parking Ratio	1 Sp per 530 SF (48 Spaces)
Site Plan Standard Office, Retail, Commercial Parking Ratio	1 Sp per 580 SF (44 Spaces)
Required “C-O” Multiple Family Dwelling Parking Ratio	1 Sp per Unit (912 Spaces)
Site Plan Standard Residential Parking Ratio	1 Sp per Units (912 Spaces)
LEED	
East Building – LEED BD+C v 4	60 Points
West Building – LEED BD+C v 4	60 Points

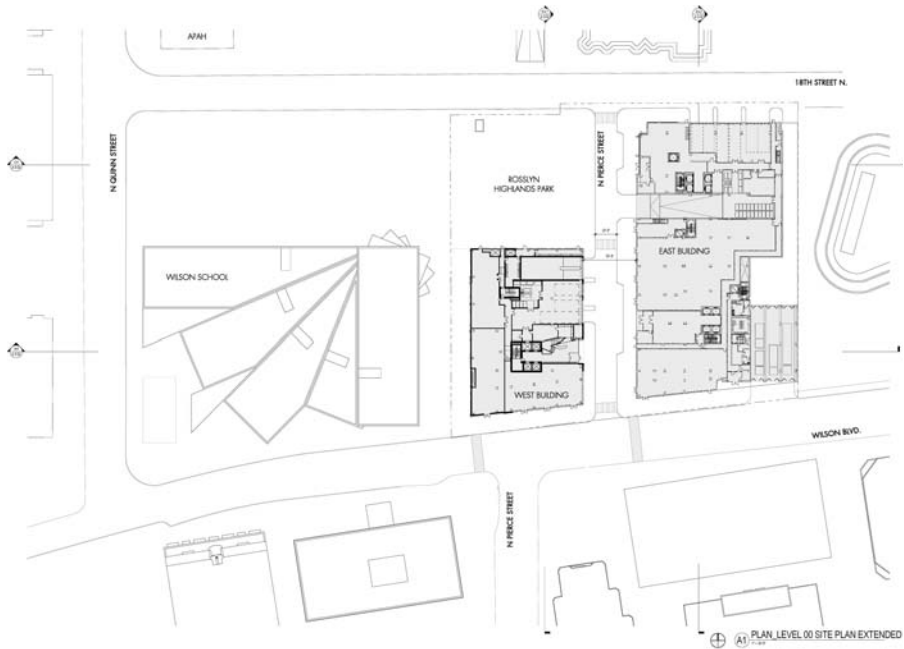
Density and Uses: The subject site is proposed to be rezoned from a mix of commercial, multiple family and special zoning districts to a unified “C-O” mixed use district to implement the WRAP. The proposed zoning district would be consistent with the site’s current and proposed GLUP designation of “High” Office Apartment Hotel, Western Rosslyn Coordinated Redevelopment District (Note 2). The proposed uses of multiple family residential and retail are permitted uses in the “C-O” zoning district. The proposed fire station and park uses would be permitted in the “C-O” zoning district by County Board approval of a use permit. The proposed density at 10.0 FAR and heights at 270 feet and 240 feet may be considered by the County Board in the “C-O” Zoning District for sites within the Western Rosslyn Coordinated Redevelopment District and designated “High” Office-Apartment-Hotel on the GLUP, where it finds that the development project is consistent with the Guiding Principles and other policy guidance for the Western Rosslyn Coordinated Redevelopment District, and offers certain features, design elements, services, or amenities identified in the WRAP. The proposed density and uses are consistent with the WRAP.

The Applicant proposes that approximately 1,123 square feet of existing area located north of the site would be dedicated to the County as Right-of-Way along 18th Street North. After the dedication, the site plan site area for density purposes would be reduced from 118,311 square feet to 117,188 square feet. In addition, the Applicant proposes under separate actions, to provide a public use and access easement of approximately 21,949 square feet for the new Rosslyn Highlands Park, 8,295 square feet public access easement for the new street, and approximately 18,652 square feet in sidewalk and utility easements.

Site and Design: The square-shaped site which is mid-block between N. Quinn Street to the west and N. Oak Street to the east is proposed to be bisected by the extension of a new, north-south street, N. Pierce Street. Two multifamily residential buildings would be situated, one east (East Building) and the other west (West Building) on the new street. Fire Station 10 would anchor the southeast corner of the site and Rosslyn Highlands Park would anchor the northwest corner of the site.

⁷ See preceding footnote.

⁸ See preceding footnote.



Both buildings would front with retail on Wilson Boulevard. The West Building would also front onto the new Rosslyn Highlands Park with proposed residential amenity space, an elevator and lobby to access below grade parking spaces dedicated to a future school use, and residential bike parking.

Parking for both buildings would be provided in four (4) levels below grade in a single garage, underneath the new Rosslyn Highlands Park. Loading and access to parking for the West Building is proposed to be located on the new N. Pierce Street. Loading access for the East Building is proposed north of the site from 18th Street North along with a dedicated access drive to Fire Station 10. Parking access to the East Building is proposed on the new N. Pierce Street.

The proposed site layout and the location of parking and loading along with the garage are all consistent with the WRAP.

Building Architecture:



West Building Perspectives

East Building Perspectives

The 27-story East Building is proposed as two towers, north and south, on a single podium of retail and including the two-story fire station at the base. Above the podium, the building carves away to a Z-like shape. Outdoor amenity space is proposed on level three of the building as well as Level 27, which would include a pool. The structure is comprised of gray brick varying in color from light, to medium, to dark, buff limestone and light gray metal panel. Fire Station 10 is proposed as dark burgundy brick. The West Building is proposed at 23 stories to compliment the East Building with a grey textured brick base and a gray colored concrete wall panel. In the shape of a rectangle, the building proposes a change in materials, balconies and sculpting as an architectural element. Outdoor amenity space is proposed at Levels 2 and 23 of the building, and including a pool. Penthouses for both buildings would be constructed of metal panels.

LEED: The Applicant proposes that both buildings would be certified Gold under the U.S. Green Building Councils LEED rating system. The *Green Building Density Incentive Program for Site Plan Buildings* provides that an addition of .35 FAR may be achieved for meeting the standards for Certification as Gold under LEED consistent with the policy.

Transportation: The project is located in western Rosslyn in the middle of the superblock bound by Wilson Boulevard to the south, N. Quinn Street to the west, 18th Street North to the north and N. Oak Street to the east. In addition to the existing streets that border the site (Wilson Boulevard and 18th Street South), the project proposes adding a new segment of N. Pierce Street connecting Wilson Boulevard and 18th Street North. The new street will help to break up the superblock and improve pedestrian and vehicular circulation in the area. The proposed plan for the development of the site is consistent with the transportation recommendations identified in the WRAP.

Streets and Sidewalks: The [Master Transportation Plan](#) classifies Wilson Boulevard along the site frontage as a Type A Primarily Retail Oriented Mixed-Use arterial street. North Quinn Street is classified as a Type B – Primarily Urban Mixed-Use arterial street, whereas it classifies 18th Street North, N. Pierce Street and N. Oak Street all as Urban Center Local non-arterial streets.

Wilson Boulevard – Wilson Boulevard operates in tandem with Clarendon Boulevard as a one-way pair system with Wilson Boulevard operating in the westbound direction and Clarendon Boulevard operating in the eastbound direction. This section of Wilson Boulevard has recently been restriped to support a protected bike lane that is 6-foot wide with a 2-foot buffer. The bike lane is further buffered from moving traffic with a 7-foot parking lane between bikes and moving vehicles. Two, 11-foot westbound vehicle travel lanes and an 8-foot parking lane is proposed on the south side of the site. Overall the street will be 45-feet from curb to curb including the separated bike lanes. This proposal is consistent with the WRAP. The project proposes widening the sidewalk along the site frontage to a minimum of 18 feet from back of curb to the face of the building. This would provide a 6-foot zone for street trees and street furniture along the street edge buffering a 12-foot clear sidewalk.

18th Street North – The proposed 18th Street North segment is also consistent with the WRAP. Overall the 36-foot wide street includes an 11-foot travel lane in each direction along with 7-feet of on-street parking. The sidewalk along 18th Street North is proposed to be a minimum of 14-

feet wide. This streetscape includes a 6-foot street tree and furniture zone and a 12-foot clear sidewalk.

In addition to the streetscape and sidewalk improvements proposed as part of the project along 18th Street North, the County and Arlington Public Schools (APS) will regrade the street between N. Quinn Street and the proposed new segment of N. Pierce Street. The regrading will remove the existing hump in the road and introduce a more gradual slope for the street. The regrading of this segment of road has been studied for several years and was ultimately recommended to be completed as a WRAP implementation elements as part of the WRAPS process. The work will be completed concurrent with the construction of the proposed Wilson School redevelopment and during the reconstruction, that segment of the road will remain closed until the new school opens.

North Pierce Street – The new segment of N. Pierce Street is proposed to be 55-feet wide from building to building. This provides the wider of the two street section options proposed in the WRAP. The street is proposed to be 29-feet wide from curb to curb including an 11-foot wide travel lane in each direction, along with a 7-foot wide parking lane on the east side of the street. The sidewalks on either side of the street are 12-feet wide (west side) and 13-feet wide (east side). On both sides of the street, 8-feet of clear sidewalk is provided. This segment of N. Pierce Street will be entirely above the parking garage for the buildings and as a result, public use and access will be provided through an easement rather than fee dedication.

North-South Pedestrian Path – Along the western edge of the project, the West Building is set back from the property line by a minimum of 20-feet to provide for a new pedestrian connection extending between Wilson Boulevard and 18th Street North. The proposed pedestrian connection will be on portions of this site plan site and the adjacent Wilson School site. The final design for the path will be completed as part of the school project. The path will need to be constructed in phases with the final configuration of the path being constructed as part of the new Rosslyn Highland Park build-out.

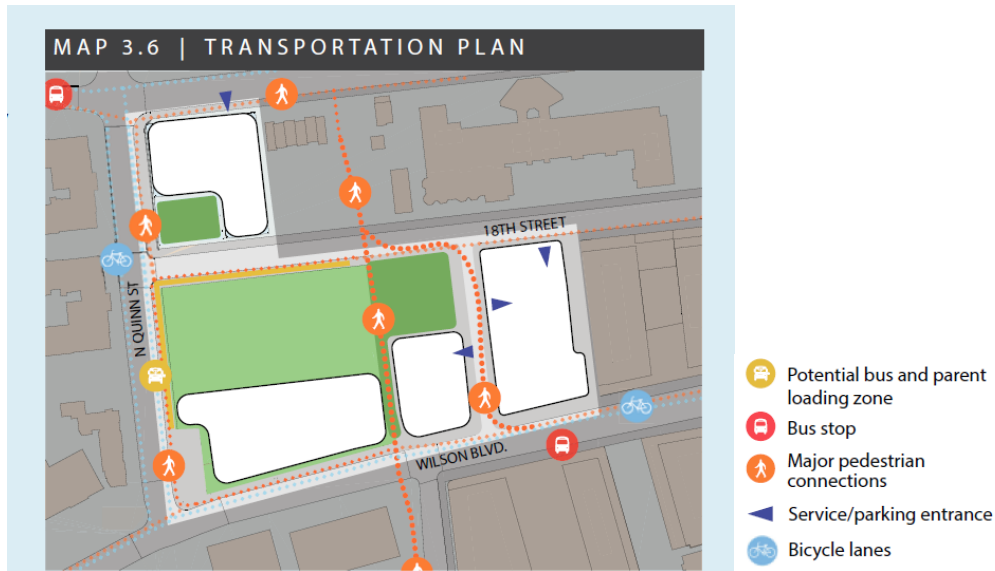
Fire Station Access – Along the eastern property line of the project, a 16-foot wide access drive to Fire Station 10 is proposed. The access drive extends approximately three-quarters of the way through the site to the back of the fire station. This will allow fire trucks to enter off of 18th Street North and pull into the fire station through rear doors for each of the bays in the fire station. When exiting the site, vehicles will come out of the fire station onto Wilson Boulevard. This will remove the need for vehicles to back into Fire Station 10 from Wilson Boulevard as they currently must.

Public Transit: The property is located approximately a quarter mile west of Rosslyn Metro Center. Rosslyn Metro Center is served by the Orange, Blue and Silver Metrorail lines and is also a regional bus transfer center. Along Wilson and Clarendon Boulevards, both ART and WMATA operate high frequency bus service.

Bicycle Access: The site has convenient access to the County's bike trail system. On-street bicycle lanes are signed and marked adjacent to the site along Wilson and Clarendon Boulevards and extend between Rosslyn and Clarendon. Along the site's frontage, the

existing on-street bike facilities have been restriped to protected bike lanes. The County is in the process of extending these protected bike lanes along Wilson Boulevard to the west of the site. Along N. Quinn Street, on-street bike lanes are also striped. The Custis Memorial Parkway Trail (I-66) and the Mount Vernon Trail are located approximately one-quarter of a mile to the north toward Lee Highway (via N. Scott Street). Consistent with [site plan development standards](#) and the [Arlington Bicycle Transportation Plan](#), the Applicant would also provide secure bicycle storage facilities for residents, visitors and guests to the site.

Parking and Loading Access: The location for parking and loading in the project is generally consistent with the locations shown on the Transportation Plan Map in the WRAP (below).



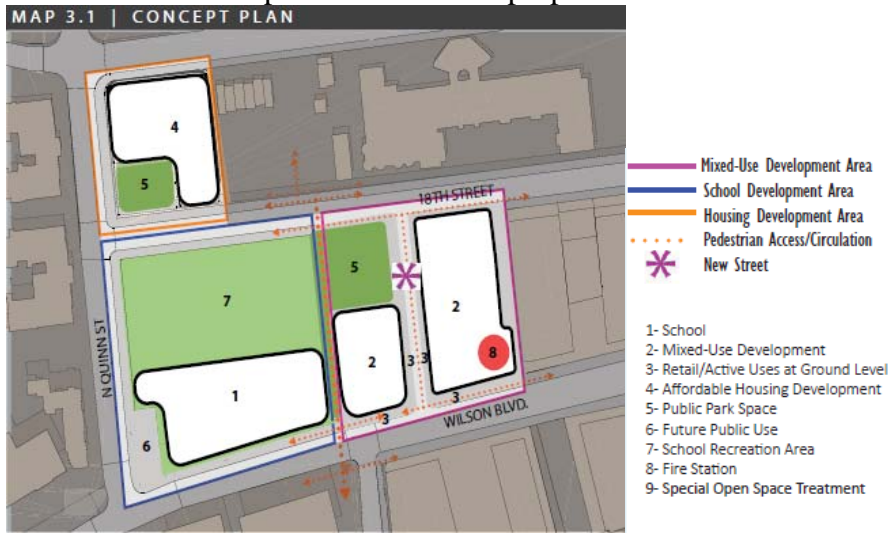
Parking and loading for the west building are both proposed off the new segment of N. Pierce Street. Three loading/trash bays are proposed to support the west building. The ground floor of the West Building also includes one of the two garage access ramps for the parking garage. The second garage access ramp is proposed in the East Building off N. Pierce Street, as well. With two access points to the garage, vehicles parked in different parts of the garage can use the ramp that will best work for them. Having two access points would also allow parking in the garage to be cordoned off for different users, retail visitors versus residents for instance. The loading and trash bays to support the two residential towers of the East Building are located off 18th Street North. In total there are six bays proposed, three per tower comprised each of two for loading and one for trash. As a result, approximately two-thirds of the East Building's frontage along 18th Street North is dedicated to trash and loading.

DISCUSSION

Adopted Plans and Policies:

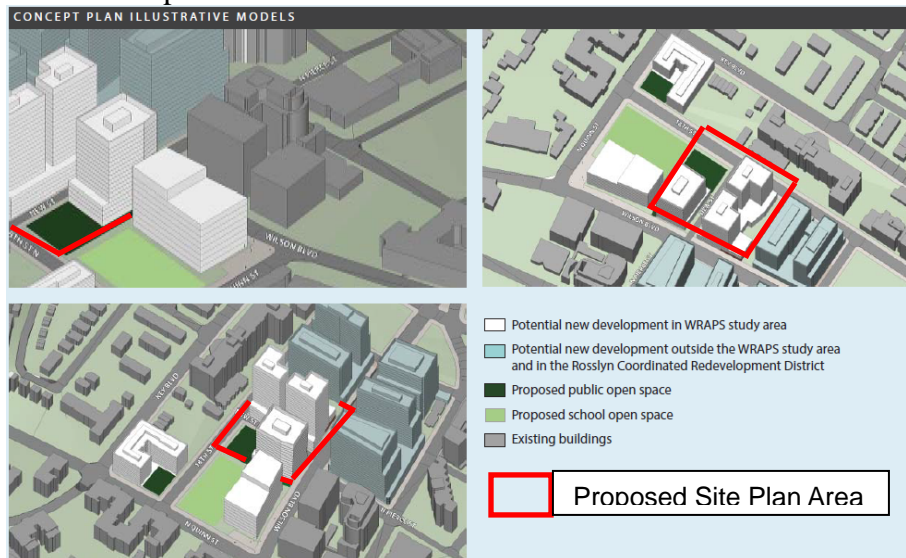
- Arlington County Zoning Ordinance Section 7.13 "C-O" Mixed Use District and Section 9.5, Western Rosslyn Coordinated Redevelopment District;
- General Land Use Plan "High" Office Apartment Hotel Designation, Note 2; and
- Western Rosslyn Area Plan (WRAP) Adopted July 21, 2015.

Below is the Concept Plan from the WRAP. The subject site is located in the Mixed Use Development Area of the Concept Plan outlined in purple.



With respect to the subject site, a site plan was contemplated that would implement several “Big Ideas” as part of the Concept Plan:

- Joint development of the County and Applicant-owned parcels;
- Mixed-use development that compliments the area and incorporates public elements, including a fire station and a public park;
- Minimize conflicts between emergency vehicle operations and other traffic through the area;
- Provide a sufficient amount of development to support the County’s goals to offset the cost of public improvements, such as a new fire station and public park improvements; and
- Provide improvements to the street network to enhance circulation and mitigate impacts of the new development.



The WRAP identifies seven elements as components of the Concept Plan to further guide future redevelopment. Below is a summary of these elements as they relate to the subject site plan application.

1. Heights Plan Element: The Plan provides for building heights compatible with the surrounding context with the tallest buildings situated along the eastern portion of the Mixed Use Development Area. The recommendations regarding heights are considered integral to achieving the goals of the Plan for open space and joint private redevelopment to include the new fire station.
2. Land Use Plan Element: The WRAP provides for the Mixed Use Development Area as a high density mix of uses which could include residential, office, hotel and retail, a new fire station and a public park. It further identifies that a north-south street would create new street frontages for buildings. Ground floor retail is intended to be located on the buildings' Wilson Boulevard frontage and where they front on the southern portion of the new street. It is anticipated that density planned in the Mixed Use Development Area would facilitate construction of the new fire station and park through a public-private partnership. For the entire Mixed Use Development Area, the Plan contemplates densities up to 10.0 FAR and inclusion in a new GLUP Special District, the Western Rosslyn Coordinated Redevelopment District. The Plan further contemplates changing the GLUP designation for the site to "High" Office Apartment Hotel while leaving the County properties as "Public" with the exception of the County land area that would be incorporated into the private redevelopment proposal.
3. Transportation Element: A new north-south street through the Mixed Use Development Area is indicated as being the primary transportation improvement in the WRAP. The Plan shows two potential cross sections for the new street. In addition, it is envisioned that there would be a landscaped pedestrian walkway immediately west of the mixed used buildings to provide direct pedestrian access between Wilson Boulevard and 18th Street North to Rosslyn Highlands Park. Finally, the Plan espouses that there would be coordination of parking, loading and pick-up and drop-off between the new school and private development to minimize conflicts between pedestrians and emergency vehicles associated with the fire station.
4. Open Space Element: WRAP provides that Rosslyn Highlands Park would be re-built and expanded including reconfiguring and shifting it from its current location to the southwest corner of the intersection of 18th Street North (inclusive of sidewalks). This open space is anticipated to be realized as part of the private redevelopment proposal. As the garage for the mixed use buildings was contemplated in the Plan for location beneath the new Rosslyn Highlands Park, it is recommended that during the site plan review process, the design of the garage be further examined for adequate soil depth to allow the planting of large shade trees in the park. It is also recommended that the level to which the elevations would need to be raised for the park above the adjacent sidewalk be minimized.
5. Urban Design Element: This area of the Plan recommends guidelines on buildable areas, architecture, grade transitions, service, parking and streetscape, and open space and

recreation in addition to the Concept Plan. The guidelines are intended to be used in the review of development proposals as a means to promote quality design and a public realm that is safe and attractive. Additional details on the urban design guidelines relative to the proposal can be found as an appendix to this report (Attachment A).

6. Environment Element: The Plan recommends that the negative impacts of new development would be minimized with the inclusion of best practices for building and site design, reducing energy consumption, and creating sustainable urban places.
7. Implementation Element: In implementing the Concept Plan, the WRAP recommends that in order to maximize flexibility and use, publicly accessible areas would be designed and operated so as to be shared. It is noted that the timeframe for development and design considerations will impact the surrounding area. Finally, it is recommended that there be creativity and the timing and phasing be carefully considered so as to address and mitigate impacts on the area relative to site design, safety and traffic.

Modification of Use Regulations: Section 15.5.7.A of the Zoning Ordinance provides that, “the County Board may, in appropriate cases, modify the uses permitted and regulations in harmony with the general purpose and intent of the district taking into consideration several specified factors. Under this provision, the Applicant requests the following modifications:

Density and Height: The Applicant requests a modification of use regulation for density at 10.0 FAR and heights at 270 feet for the East Building and 240 feet for the West Building, as permitted under Zoning Ordinance provision 9.5.A., B., and C.. Per the Zoning Ordinance provision, in granting additional density and height, the County Board must find that the development project is consistent with the guiding Principles and other policy guidance for the Western Rosslyn Coordinated Redevelopment District, offers certain features, design elements, services or amenities identified in the WRAP, and meets the other special exception criteria of the Zoning Ordinance.

Further, the Applicant requests to exclude from density calculations gross floor area associated with the following spaces:

- Fire Station (18,637 sf)
- Mechanical Shafts (4,511 sf)
- East Building Retail Mezzanine (1,798 sf)
- West Building Elevator and Lobby – APS (277 sf)
- Trash and Recycling (2,660 sf)
- Service Corridors (4,082 sf)

Parking: The Applicant requests a modification of use regulation to permit parking for the residential use at .87 space per dwelling unit (791 spaces). The site plan standard for residential parking use is one space per unit (912 spaces). The Applicant further requests a compact parking percentage for the residential use of 20%; the maximum permitted is 15%. In addition, there are areas of the garage that do not meet the minimum requirements for drive aisle width and so, a modification is requested for their reduction in those locations.

Issues: In addition to the previously noted preliminary issues identified by Staff for review and evaluation, as of the conclusion of the SPRC meeting of December 5, 2016, the following were noted by members for additional review and follow up (shown as underlined):

Land Use and Zoning

- Requested density exclusions that are not associated with either the fire station or the parking spaces provided for APS use are inconsistent with the Zoning Administrator’s advice of April 11, 2016, [Density Exclusions from Gross Floor Area \(GFA\) – Site Plan Projects](#).

The Applicant has provided additional justification for the requested density exclusions specifically related to the retail mezzanine in the East Building and the service and trash corridors that are not associated with either the fire station or the school parking. The proposed justification remains under evaluation by staff. Additional information is needed regarding proposed exclusion for below grade mechanical and storage spaces.

The SPRC asked that additional information be provided on the treatment of retail mezzanines as gross floor area for further consideration.

- During the WRAPS process, it was contemplated and discussed that the mixed used development may include office use on the western portion of the site. The proposed site plan provides for two residential buildings with ground floor retail and a fire station. The west residential building specifically proposed at 413,810 square feet would be comprised of 407,047 square feet of residential (351 dwelling units) and 6,753 square feet of ground floor retail. Concern was expressed at the November 14th SPRC meeting regarding the impact of providing two residential buildings in this location on the school, park, etc. There was a request for an update on the Future Office Market Study and also staff thinking from a market perspective on the proposal.

The Applicant has indicated that the use mix proposed was not finalized until after the WRAPS process was completed. At the conception of the process, the then prospective Applicant was considering a use mix consisting of office, hotel, residential, and retail. After the WRAPS process, and an extensive market study, the Applicant determined that the office use was not feasible given the location of the building, the financial markets, and state of office vacancy in Rosslyn. With the Applicant as Developer of a temporary fire station on the Wilson School site and consistent with the approved license agreement, ground lease and development agreement with the County, it is critical that the mixed use development proceed with construction prior to March 2019. Providing for residential development on the western portion of the site allows for this commitment to be fulfilled.

Further, although during the WRAPS the opportunity to provide office use was discussed, the recommendations of the WRAP were not specifically predicated on office use being provided in this location. It is during the site plan review process that the proposed use mix would be considered and discussed further in terms of consistency with adopted plans and policies. Staff finds that the proposed use of residential is appropriate in this location and is consistent with the proposed zoning district of “C-O” and GLUP designation of “High”

Office Apartment Hotel as well as the WRAP. The proposed residential use would be integrated into a community that is currently predominantly office uses immediately surrounding the site and would provide for a means of better activating Western Rosslyn as an extension of Rosslyn to create a vibrant community that is 18-24 hours.

As is consistent with the current practice, the Arlington Public Schools student generation estimate will be included in the staff report to the Planning Commission and the County Board. Arlington Economic Development staff will provide an update on the state of the Future Office Market Study at a future date and time to be determined as a follow up to this request.

- SPRC asked for clarification on proposed and permitted rooftop activities and penthouse uses.
- SPRC asked to confirm the distance between buildings at 1555 Wilson and 1525 Wilson; Clarify impact of the proposed East Building 20 ft from the property line on future redevelopment to the east as anticipated in the Rosslyn Sector Plan.

Transportation

- SPRC members requested an explanation be provided at the December 12 meeting regarding bike parking for the East Building and how it will be accessed.
- SPRC members asked that at the meeting on December 12, there be an explanation of internalizing parking for the East Building.
- Explanation regarding how operations and circulation around the entirety of the block will be phased, coordinated and impacted during the construction of 18th Street needed for the December 12 SPRC meeting.
- Materials proposed for new N. Pierce Street should be further considered as something other than asphalt.

Urban Design and Building Architecture

- Treatment and design of loading and parking access – curb cuts, number of bays and doors, etc. should be further evaluated to minimize impacts on the pedestrian experience.

Staff continues to evaluate 18th Street with the Applicant and this will be a topic for SPRC discussion on Transportation at the December 5, 2016 SPRC meeting.

- Treatment of the buildings at the ground plane as they meet the street (facing the proposed new school) and also the new Rosslyn Highlands Park should be further evaluated.

Upon provision of the schematic design for the new Rosslyn Highlands Park, the Applicant has indicated they will better be able to address comments related to the West Building

elevations. Further this would be a topic for SPRC discussion on Open Space at the December 5, 2016 SPRC meeting.

- Impact of the height and mass of the proposed buildings on the new street and the park with respect to air and light. Shadow studies were requested to be provided by the SPRC.

Attached to this SPRC report are shadow studies provided during the WRAPS and updated studies specific to the proposed site plan buildings prepared by the Applicant.

- Re-evaluate the mass of the West Building and in particular its relationship (bulk and scale) to the adjacent school.

Landscape and Open Space

- Coordination in the design of Rosslyn Highlands Park must be consistent with the Schematic Design to be completed by December 5, 2016.

Coordination between the County and the Applicant/Developer will continue to be pursued and facilitated through the review process and beyond consistent with the Development Agreement approved by the County Board on November 5, 2016.

- There was concern expressed at the first SPRC meeting that there be coordination among all entities in the implementation of the WRAP and that a consolidated timeline be provided.

Attached to this SPRC Report is a consolidated WRAP implementation timeline for the various proposals under consideration. WRAP Implementation and Phasing is a topic for discussion at the December 12, 2016 SPRC meeting.

Construction and Phasing

- Coordination of construction phasing, staging and timing of various project elements and improvements must be consistent with the approved Ground Lease and Development Agreement.

WRAP Implementation and Phasing is a topic for discussion at the December 12, 2016 SPRC meeting.

SPRC Neighborhood Members for this Site Plan:

Terri Prell	North Rosslyn Civic Association	Terri.Prell@verizon.net
Stan Karson	Radnor Fort Myer Heights Civic Association	dcstan@aol.com
Felicia Harrison	Atrium Condominiums	agm@atriumcondo.com
Paul Rothenburg	Rosslyn BID	PRoth@TMG-DC.com

Interested Parties:

Stuart Stein
Katherine Elmer

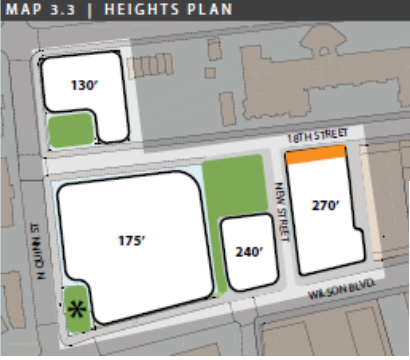

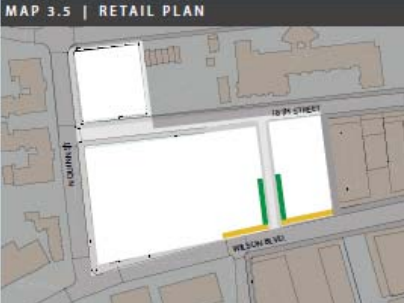
Planning Commissioner Chairing This Item:



Erik Gutshall Planning Commission Chair erik@gutshall.net

Staff Members:

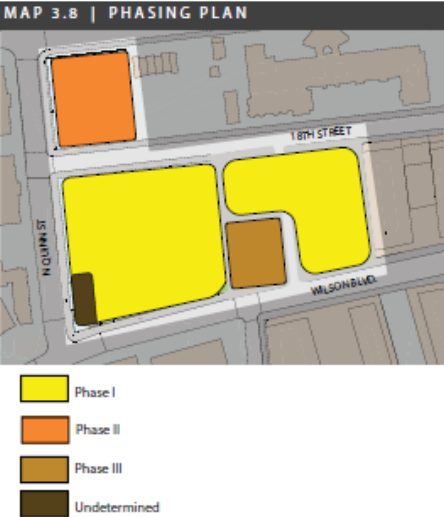
Samia Byrd	CPHD Planning	sbyrd@arlingtonva.us
Robert Gibson	DES Planning	rgibson@arlingtonva.us

Attachment A: WRAP Private Development Matrix

Principles	Proposed
<p>Height/Building Form</p> <p>MAP 3.3 HEIGHTS PLAN</p>  <p> XXX Maximum building height above average site elevation (ASE) ■ Park and plaza space/public use ■ 15' facade stepback </p>	<ul style="list-style-type: none"> Taller buildings should be concentrated along the eastern portion of the study area; lowered, varied heights to be compatible with scale of adjacent development. Building design and in particular at the lower level should foster pedestrian comfort, add visual interest and architectural variety. Building heights and massing should allow for achievement of open space, recreational, public facility goals.
<p>Uses/Density/Affordable Housing</p> <p>MAP 3.4 LAND USE PLAN</p>  <p> ■ School Use ■ Mixed-Use ■ Residential Use ■ Public Open Space ■ School Recreation Area ● Fire Station Location ■ Future Public Use </p> <p>MAP 3.5 RETAIL PLAN</p> 	<ul style="list-style-type: none"> Create memorable urban “place” accommodating mix of private and public uses, enable learning, leisure and fitness activities, provide new fire station, and support retail activation along Wilson Boulevard. Leverage private projects in order to achieve a sustainable urban development that includes public facilities.
	<ul style="list-style-type: none"> Mixed use proposes residential multifamily buildings with ground floor retail and fire station at 10.0 FAR. Fire Station 10 proposed in southeast corner of East Building fronting on Wilson Boulevard. Rosslyn Highlands Park proposed on northwest corner of site. Retail proposed on Wilson Boulevard and southern portion of new street.

Principles	Proposed	
<p>Circulation/Access/Loading/Parking</p> <p>MAP 3.6 TRANSPORTATION PLAN</p>  <ul style="list-style-type: none"> Potential bus and parent loading zone Bus stop Major pedestrian connections Service/parking entrance Bicycle lanes 	<ul style="list-style-type: none"> • Minimize fire/emergency response time when siting new fire station. • Increase pedestrian and bicycle access to and through the site. • Minimize curb cuts – vehicle and pedestrian/bicycle conflicts. • Incorporate into site design wayfinding for parking, Metro, bus stops, bike share stations. • Expand street grid to ensure adequate circulation for fire/emergency response. • Vehicular circulation designed to minimize conflicts between neighborhood traffic, emergency responders, school bus and private vehicle drop-off and pick-up, parking/loading functions and pedestrians. • Shared, underground parking for all uses with coordinated ingress/egress with adjacent uses in WRAPS area. • Vehicle parking access, loading and service areas located on secondary streets and/or alleys. 	<ul style="list-style-type: none"> ➤ Parking and Loading Access for East Building on 18th Street and New Street; For the West Building, located on the New street. ➤ New street with proposed streetscape provides for pedestrian connection north-south through the block between Wilson and 18th. ➤ New pedestrian pathway will be incorporated west of the West Building with the Rosslyn Highlands Park design. ➤ Access, ingress and egress for fire station configured to coordinate with access to residential and retail use in East Building. ➤ Proposed street cross section for New Street proposes WRAP option at 55' between buildings. ➤ Underground parking garage proposes accommodations of retail, residential, fire station, and school uses.
<p>Open Space & Recreation</p> <p>MAP 3.7 OPEN SPACE PLAN</p>  <ul style="list-style-type: none"> 1- School Recreation Area, including field(s) 2- Pedestrian Walkway 3- Public Park Space 	<ul style="list-style-type: none"> • Strategically locate and design open space to maximize size of contiguous areas and ensure flexibility of uses, activities, visibility and safety. 	<ul style="list-style-type: none"> ➤ Rosslyn Highlands Park proposed in location shown on Map 3.7. ➤ Subject to a Development Agreement with the County, the Applicant will construct improvements to Rosslyn Highlands Park. ➤ Concept Plan approved separately for the Park. Design to be incorporated in site plan through coordination with the County Department of Parks and Recreation. ➤ Separate use permit will be considered by the County Board for the Park that will cover operation, programming and maintenance.

Principles		Proposed
Architecture/Historic Preservation	<ul style="list-style-type: none"> • Design public buildings to be architecturally notable. • Design buildings to be inspiring; Construct buildings with high-quality materials that complement surrounding mix of buildings. 	<ul style="list-style-type: none"> ➤ Fire Station 10 proposes a different façade treatment than the residential buildings. ➤ Proposed mixed use buildings designed with varying materials to be compatible with adjacent and surrounding properties.
Public Realm/Streetscape/Urban Design	<ul style="list-style-type: none"> • Frame Wilson Boulevard through either a building face or in an effort to ensure an active and vibrant pedestrian experience. • Locate parks, plazas and other green spaces for visibility, easy access and maximum use. • Design 18th Street to support neighborhood circulation with enhanced sidewalks and landscaping. • Locate public facilities strategically and prominently to create a civic presence to promote community confidence and use. • Link public areas and main building entrances with a network of safe, connected, tree lined and well-lit streetscape to facilitate easy pedestrian circulation. • Create smaller walkable blocks by introducing new streets, alleys, and/or pedestrian walkways. • Establish urban design scheme that complements surrounding area contemplated in the Rosslyn Sector Plan. 	<ul style="list-style-type: none"> ➤ Buildings meet the street along Wilson Boulevard with retail and fire station. ➤ Location of park and public facilities established by WRAP as well as streetscape and landscape design. ➤ Location of entrances for public areas and main building entrances proposed based on WRAP siting of those uses. ➤ New north-south street and north-south pedestrian path proposed to break up the super block.
Sustainability/Environment	<ul style="list-style-type: none"> • Maximize tree canopy and pervious surfaces to minimize adverse impacts of development including Stormwater runoff and “heat island” effect. • Design and construct green buildings that minimize energy use, potable water use and waste generation; provide healthy indoor air quality. • Optimize energy integration considering energy efficient design and technology including district energy and renewable energy sources. 	<ul style="list-style-type: none"> ➤ BMPs proposed/coordinated to manage Stormwater runoff and heat island effect including green roofs. ➤ LEED Gold proposed for both residential buildings with consideration for pursuing credits under the Community Energy Plan.

Principles		Proposed
<p>Shared/Joint Use</p>	<ul style="list-style-type: none"> Promote shared/joint use of facilities where feasible to make efficient use of land and infrastructure. 	<ul style="list-style-type: none"> Coordinated redevelopment and development agreement to include County Parcel and privately owned parcel facilitates mixed use and civic use development as well as open space.
<p>Other</p>  <p>MAP 3.8 PHASING PLAN</p> <p>Legend:</p> <ul style="list-style-type: none"> Phase I (Yellow) Phase II (Orange) Phase III (Brown) Undetermined (Dark Brown) 	<ul style="list-style-type: none"> Develop site design that can be phased so fire/emergency response to Rosslyn/Courthouse is uninterrupted. Consider proposals that would include real property exchange if they increase the ability to maximize goals of the WRAPS Charge. Maximize transit usage by residents, workers, visitors, students and staff. Ensure underground facilities do not inhibit viability of above ground tree canopy and vegetation. Provide design solutions that best integrate wireless communications throughout building and other areas for emergency purposes. Analyze internal and neighborhood effects of site lighting and emphasize design solutions that mitigate unnecessary light pollution – analyze impacts of site area lighting on surrounding properties. 	<ul style="list-style-type: none"> Development Agreement, Lease Agreement and Ground Lease contemplate schedule for coordinated redevelopment and phasing. WRAPS goals maximized in proposed site plan through terms of a ground lease and development agreement between the County and Applicant. Underground parking garage designed to permit soil depth for tree plantings. Applicant proposes In-Building Wireless First Responder Network for the buildings.

Urban Design Guidelines

Buildable Areas/Architecture/Grade Transitions

- Site buildings and provide street and sidewalk elements consistent with proposed street cross sections.
- Building facades meet build-to line for two-thirds the length of the block face; Façade height along street edges at least three stories.
- Building façade composed of changes in plane and materials to create shadow lines and architectural design to visually reduce mass and scale.
- Roofs designed to be distinctive.
- Materials vary in texture, pattern, color and details.
- Grade transitions along sidewalk designed to maximize active pedestrian scale frontages between 3 and 6 feet above sidewalk, minimizing blank walls.
- Mechanical penthouses and roof equipment designed as natural extension of the buildings with materials compatible with balance of the building.
- Tower massing should step back from 18th Street by 15 feet between the third and sixth story where shown on Heights Plan Map.
- Explore additional building stepbacks or sculpting of upper stories of northern tower, consistent with Neighborhood Transition Guidelines of the Rosslyn Sector Plan.
- Facades adjacent to Rosslyn Highlands Park:
 - Roof parapets extend above adjacent roof level to obscure views of any mechanical equipment.
 - Facades maximize fenestration on each floor, incorporate continuous architectural expression between second and third floor, and include continuous cornice just below roof line.
 - Residential units fronting on park should have usable balconies either projecting outside the build-to line or recessed within building mass.
 - Special feature such as tower element, architectural embellishment, etc., incorporated into the building façade at the corner of the new north-south street and 18th Street.

Service/Parking/Streetscape

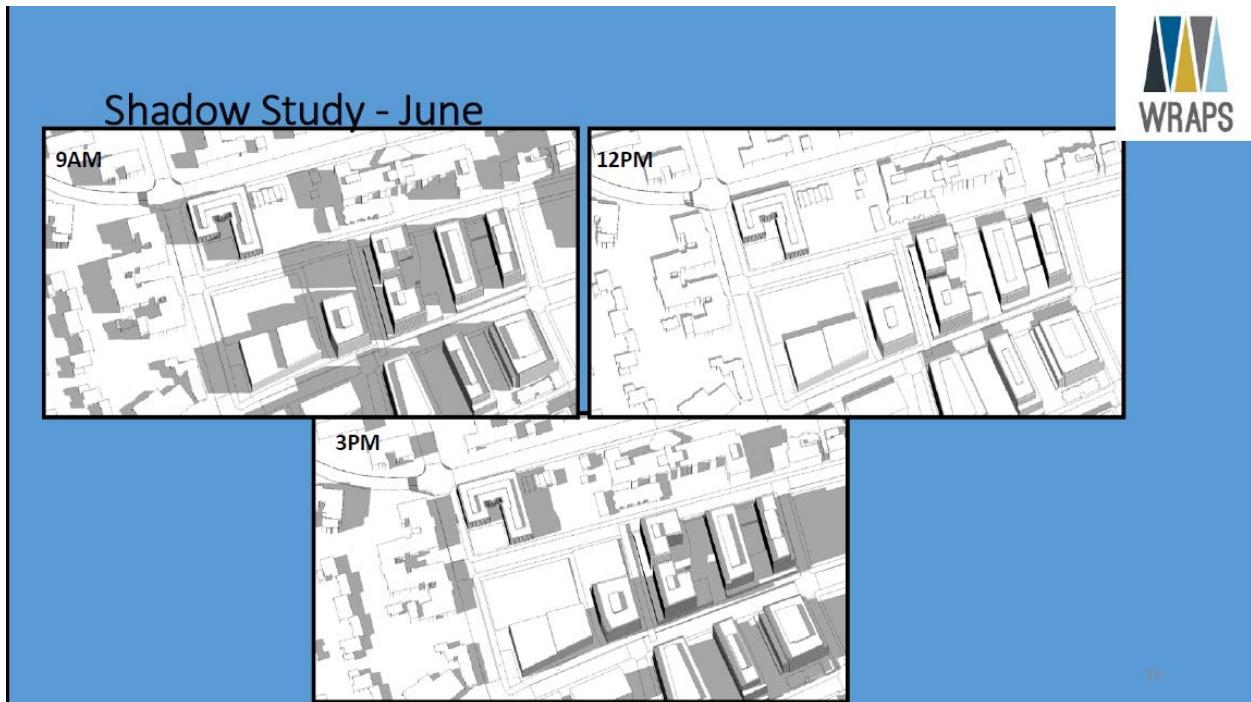
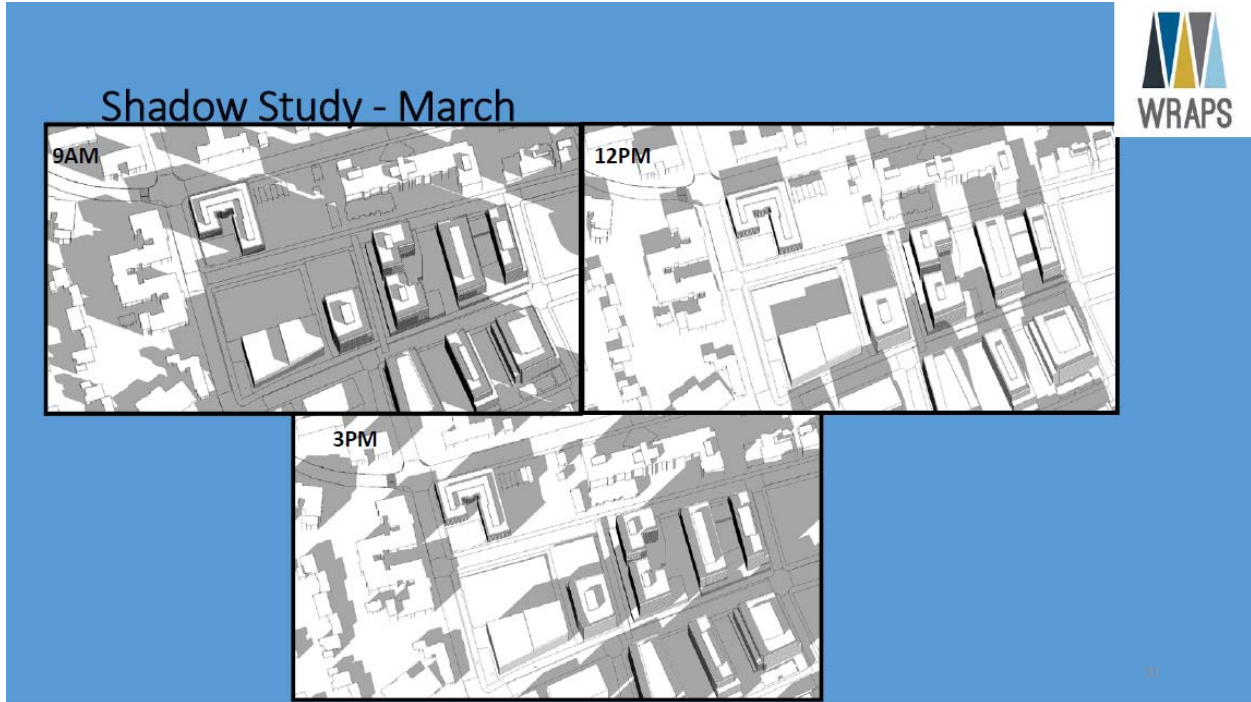
- Loading and parking access on secondary streets avoiding Wilson Blvd.; Minimize curb cuts along frontages and address impacts on pedestrian experience during Site Plan Review process.
- Building service or parking access points located away from intersections and toward center of block.
- Screen loading bays that directly face the street with doors that close; Design service bay doors to be attractive part of building composition.
- Short term drop offs occur in garage or designated parking areas determined through Site Plan Review process.
- Sidewalk design continuous and level across driveways.

Open Space/Recreation

- Develop Rosslyn Highlands Park primarily at grade along the street frontage.
- New development include public park to have tree soil depth of at least 5 ft, a 600 -1,000 cubic foot volume per tree and utilize alternative techniques to support planting of large shade trees.

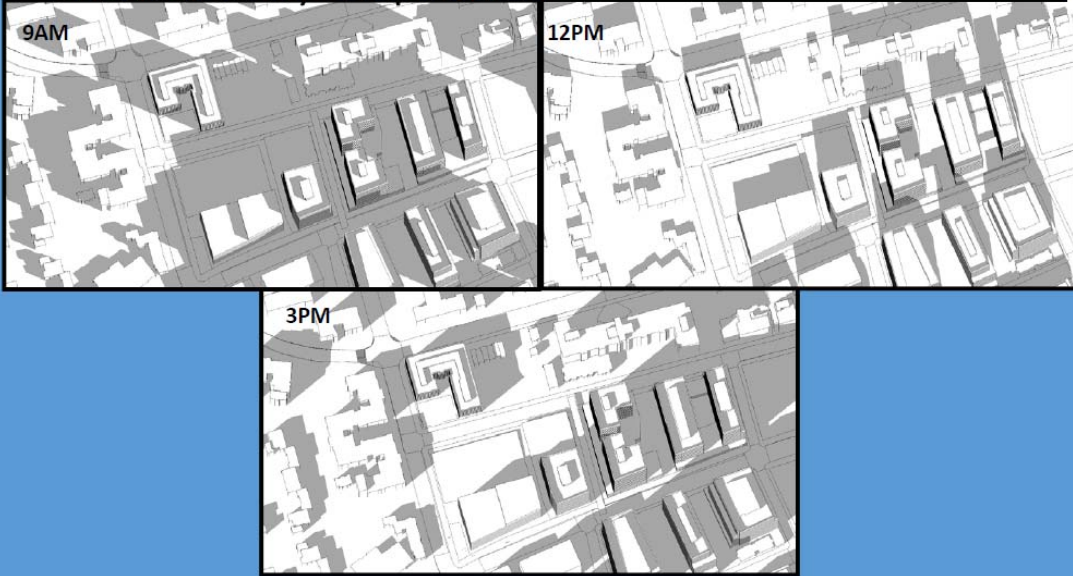
Attachment B: Shadow Studies

The below shadow studies were completed and presented to the County Board in June 2015 as part of the hearing item during the Request to Advertise adoption of the WRAP. They are based on the maximum height and massing considered for the WRAP concept plans.





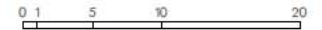
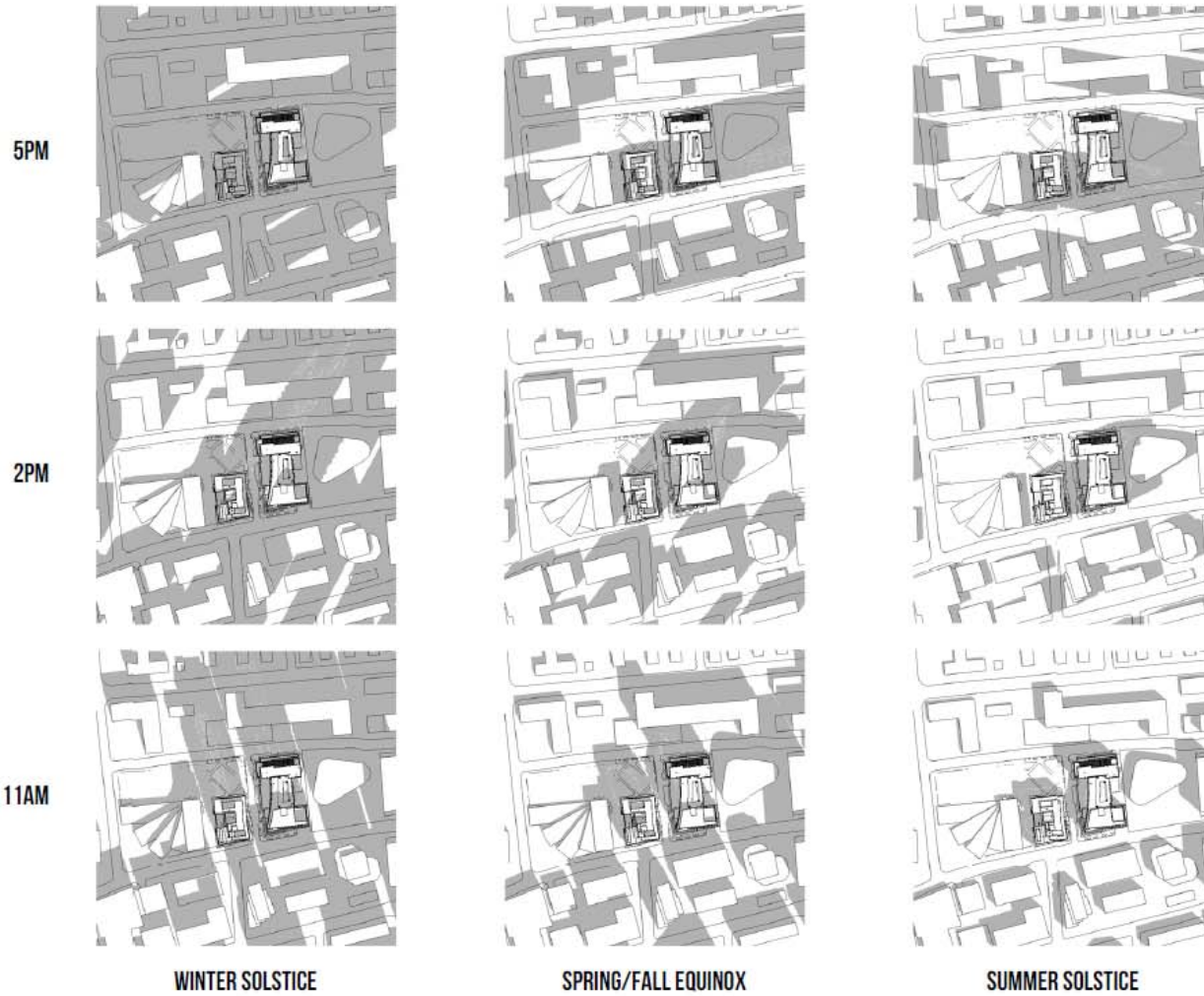
Shadow Study - September



Shadow Study- December



The next series of shadow studies dated October 12, 2016 was developed by the Applicant and are based on the proposed site plan buildings under consideration.



Attachment C: Consolidated WRAP Implementation Schedule

