

## Draft LRPC Consensus Points on Realize Rosslyn

### **18<sup>th</sup> Street Guidance and Implementation**

1) The proposed criteria and guidance establishes a desirable design for the 18th Street extension in the Sector Plan.

- The 18th Street corridor extends from N. Quinn Street to Arlington Ridge Road, with a consistent minimum 60' width between building faces. Note this extends the current defined corridor to include the segment from Quinn to Oak, and the Rosslyn Sector Plan and WRAPS Area plan should reflect this.
- West of Ft Myer Drive, 18th Street is limited to bicycle and pedestrian access. It connects no further south than the southern edge of Central (Metro) Plaza.
- East of Ft Myer Drive, 18th Street is a Pedestrian-Bicycle Priority Street as defined in the MTP. This can permit vehicular access at times. It connects no further north than the northern edge of Central (Metro) Plaza.
- View corridors connect North Quinn Street to North Oak Street to the Central (Metro) Plaza, and from there to Arlington Ridge Road. To the extent possible, a continuous view corridor should exist along the entire extent.
- Guidelines should achieve the most active possible streetscape, via design elements, active commercial storefronts, outdoor seating, etc. Minimize building lobbies.
- Guidelines should consider upper-floor setbacks to achieve terraces overlooking the street, and increase sunlight to the street.

2) The Sector Plan should include considerations to incentivize redevelopment of International Place to achieve the full vision for the 18th Street corridor.

- This building is part of an existing site plan (#335) but any density above the current 5.3 FAR has been transferred to the Central Place building which are part of the same site plan.
- Density of 8 FAR or higher could be required for economically viable redevelopment.
- Tools including transfer of development rights (TDR) should be consider to achieve necessary density.
- Any additional density above by-right 3.8/4.8 FAR would be accompanied by community benefits.

### **Heights, Building Form, and Density**

1. The LRPC believes that greater variation in building heights would result in better views and solar access and would be preferable to the draft concept. The LRPC recognizes the constraint imposed by the FAA limit combined with the desire to maximize densities reduce the opportunity for height variation. Since the advantages of height variation are substantial, the LRPC recommends that the expectation for density yields be kept low in order to optimize the design possibilities for individual projects.

2. The LRPC recommends that heights of buildings in important observation deck view sheds be set to minimize the chance that views will in any way be compromised. In particular, the LRPC recommends

preserving views from the observation deck within the view shed that includes the monumental core beginning at the western shore of the Potomac River and the western shore of Theodore Roosevelt Island.

3. While The LRPC believes the regulatory approach achieves the desired planning, the LRPC also believes that a very robust set of design guidelines/requirements must be part of the final Sector Plan in order to make the regulatory framework achieve these goals, and that the higher the expectation is for density yield, the greater the importance of the guidelines and actual zoning requirements will be.

4. The LRPC believes that some flexibility for greater heights may be appropriate but that locations where and circumstances under which it would be possible need much greater specificity.

### **Air Rights Development**

LRPC believes defining the development rights for Rosslyn's air rights areas -- appropriate heights, building form, and density -- will enhance Rosslyn's overall urban design, move people closer to the river, and provide important private sector opportunities and new sources of County revenue. Toward this end, LRPC recommends that the Sector Plan Update should:

Expand the current Realize Rosslyn scope to address the potential for air rights development by including specific language that:

- 1) extends height, building form and density policies/approaches to the potential air rights development sites included in the Highway Air Rights Development Feasibility Study ; and
- 2) identifies broad planning goals to ensure air rights development at the edge is not detrimental to the core, but strengthens Rosslyn as a whole.

### **Rosslyn Plaza**

LRPC supports staff's proposed guidance for the location (Arlington Ridge Road frontage), size and program opportunities for the public open space at Rosslyn Plaza. LRPC concurs with the vision for this open space to be a destination comprised of multiple areas that can be combined to form an area of about two-acres that offers both active and passive recreational opportunities.

LRPC believes enhancing connectivity between Rosslyn Plaza, Rosslyn more generally and all of Arlington is essential for successful redevelopment that accommodates more density and people. LRPC concurs with staff proposals to:

1. Create new 17th and 18th streets through Rosslyn Plaza connecting them on the plaza level to Arlington Ridge Road on the east and Kent St on the west.
2. Connect the elevated Arlington Ridge Road on the plaza level via new ramps to Wilson Blvd. on the south and [19th St](#) on the north.
3. Create an esplanade that parallels Arlington Ridge Road and extends north to Gateway Park and south to the Iwo Jima Memorial.