WHEREAS, The County Board finds that the 2015 Rosslyn Sector Plan (the “Plan”) sets forth a dynamic vision for the Rosslyn Coordinated Redevelopment District (RCRD) and its surroundings, and reflects a healthy balance among the community input received through a broad-based civic engagement process; and

WHEREAS, the County Board approved a scope of work to update this sector plan outlining a number of specific issues to be addressed in the areas of transportation, parks and open space, urban design, and building form and height; and

WHEREAS, with near universal support, in April 2014 the County Board adopted a Rosslyn Plan Framework and its six Vision Principles and eleven Goals, including four Transportation goals, three Public Parks and Open Space goals; one Building Height and Form goal, and three Urban Design, Land Use and Sustainability goals as a foundation for developing the complete Rosslyn Sector Plan; and

WHEREAS, The County Board finds that the Plan will serve to ensure long-term clarity and predictability for the community and property owners and as the guiding long range planning document for public and private investment, sustained improvement, and economic development in the RCRD over the next 25 years; and

WHEREAS, The County Board finds that the Plan provides a path forward to advance Rosslyn’s transformation into a truly great urban place while maintaining a sensitive relationship with its lower density neighbors; and

WHEREAS, The County Board finds that the Plan includes numerous big ideas and visionary improvements to its public space system of streets, parks, and open space -- such as the new 18th street corridor, proposed esplanade, pedestrian bridge access to the river, and revitalized Freedom Park and Gateway Park -- to be achieved through both public sector initiatives and private redevelopment activities; and

WHEREAS, The County Board finds that the Plan’s new “Peaks and Valleys” building heights policy for the RCRD can more effectively achieve a multitude of plan goals for Rosslyn -- including, among others, the protection of priority views from the public observation deck at Central Place - than the previously approved “Taper” building heights policy; and

WHEREAS, The County Board finds that this Plan, comprised of an illustrative concept plan, design guidelines, and a variety of illustrations, renderings and maps, provides a clear articulation of the community’s overall vision and intent for Rosslyn’s future and, consistent with the use of other sector plans, is a framework for the evaluation of future development proposals; and

WHEREAS, The County Board finds that the broad scope typical of a sector plan is appropriately reflected in the final Plan document and anticipates that future site plan development proposals, and the more site-specific scope of design and engineering for such projects, will include details that could vary from what is depicted in the sector plan; and

WHEREAS, The County Board finds that many of the Plan’s aforementioned exhibits provide detailed depictions of just one way the future vision can be achieved, and that the plan is inherently open to and welcoming of other creative and imaginative design and development solutions that meet the intent and spirit of the Plan.

NOW, THEREFORE, BE IT RESOLVED, That based on the aforementioned considerations, deliberations, and all public comment, the County Board of Arlington County finds that the Rosslyn Sector Plan should be, and is hereby adopted, to serve as the guiding long range planning document for public and private investment in the RCRD, and

BE IT FURTHER RESOLVED, That based on the aforementioned considerations, the County Board of Arlington County declares that, consistent with its policy for all adopted sector or area plans and its prior practice, this plan is not a regulatory document but rather a guiding plan for the future of the RCRD; and

BE IT FURTHER RESOLVED, That development proposals should support and advance the vision, goals, and recommendations of this Plan, however, property owners may offer alternative creative solutions or proposals consistent with the stated goals of the Plan to be considered as part of the site plan review process; and

BE IT FURTHER RESOLVED, That in the spirit of affording creativity, projects that do not adhere to the letter of every provision in the design guidelines shall be reviewed to determine whether they demonstrate a clear alternative approach that achieves the stated intent of the design guidelines and the goals of the Plan and, in the Board’s judgment, warrant consideration; and

BE IT FURTHER RESOLVED, That the drafting of amendments to the “C-O Rosslyn” chapter of the Zoning Ordinance will be undertaken through a separate process in 2015 and 2016 to determine the appropriate mechanisms, tools, and recommendations to include in the Zoning Ordinance to support the future implementation of the vision set forth in the Plan, which will involve engagement with appropriate stakeholders and the community at large.
Acknowledgments and Credits

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***This plan reflects and has benefitted from important contributions made by various County divisions, staff, and other partners, too numerous to identify here.***

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PURPOSE OF STUDY

This document is the ‘Rosslyn Sector Plan’ and represents an update to the 1992 Rosslyn Station Area Plan Addendum. The Rosslyn Sector Plan will serve as the guiding long range planning document over the next 25 years for the Rosslyn Coordinated Redevelopment District (RCRD), the area generally comprising central Rosslyn. As such, it will guide future public and private investment in this area over the next two to three decades. It also provides recommendations for certain parks and transportation related elements that are in close proximity to the RCRD. Guidance for areas located in the Rosslyn Metro Station Area (RMSA) but outside of the RCRD is generally provided by the 1992 Rosslyn Station Area Plan Addendum (and other applicable planning documents).

The Rosslyn Sector Plan has been prepared to help shape the ongoing second generation of redevelopment in the RCRD, the downtown core of the RMSA. This transformation has its beginnings more than twenty years ago, when the 1992 Rosslyn Station Area Plan Addendum established a vision of Rosslyn as a place that would become:

• A proud gateway into Arlington and the Commonwealth of Virginia;
• A vibrant place to live and work with ample opportunities for shopping, recreation and cultural activities;
• A home to the regional and national headquarters of major corporations and a premier office location in the country;
• An example of superior architecture and urban design; and
• A place where people are comfortable with their surroundings and which serves as a great stage for human activities.

Since then, notable progress has been made toward this vision. Several recent major redevelopment projects in the RCRD have helped to expand and modernize the residential and hotel inventory, enhance the area’s supply of office space, and inject new vibrancy to street level retail. However, additional and renewed planning guidance is needed in four specific areas to more effectively address challenges facing Rosslyn. In particular, central Rosslyn needs:

• A better urban design framework to become a more attractive and functional place;
• A more specific and deliberate building heights strategy to achieve various urban design and planning objectives;
• A refined multimodal transportation system consistent with current Master Transportation Plan policies to support the enhanced accessibility of Rosslyn’s residents, workers, and visitors; and
• A more cohesive and functional parks and open space network to meet the recreational needs of Rosslyn while enhancing its public realm.

1 For clarity, when the phrase “central Rosslyn” is used in this document, it is generally in reference to the Rosslyn Coordinated Redevelopment District on the General Land Use Plan, and where the “C-O Rosslyn” zoning district may be applied.
A 2013 aerial view of the Rosslyn Coordinated Redevelopment District (RCRD), outlined in red, showing construction underway around the Metro station.

* This area is the subject of the Western Rosslyn Area Planning Study (WRAPS), a study that was conducted concurrently with the Rosslyn Sector Plan update.
<table>
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<th>Site Identification for Parcels in the Study Area</th>
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This document is comprised of several major elements: About this Document (Chapter 1), Positioning Rosslyn (Chapter 2), the Rosslyn Master Plan (Chapter 3), and Implementation (Chapter 4).

- **About this Document (Chapter 1)** presents the purpose of study, timeline, planning process, and relationship to other documents, plans, and policies.

- **Positioning Rosslyn (Chapter 2)** presents the context for this planning effort, including an overview of the boundaries, study area, demographics, economics, land use, zoning, built form, development trends, transportation, parks and open space. This chapter also presents the major challenges and opportunities facing Rosslyn today.

- **Chapter 3** presents the Rosslyn Master Plan, which includes the vision statement, vision principles, goals and policies, illustrative concept plan, and recommendations for sustainability, land use, transportation, parks and open space, urban design and building height and form.

- **Chapter 4** describes the anticipated next steps and implementation recommendations of this plan.

- Finally, this document also includes an appendix that includes remaining recommended street cross-sections not presented in Chapter 3.

*Facing page: The study process included detailed analysis of existing conditions and redevelopment potential on parcels throughout the RCRD.*
PLANNING PROCESS

The community planning and participatory process involved a balance of traditional and innovative means of gaining input to help shape the Rosslyn Sector Plan. The process sought to reach and hear from all voices of individuals and organizations interested in Rosslyn’s future. This broad-based civic engagement approach will help ensure and sustain the community and political support necessary to achieve the plan’s vision over a period of several decades. With the brand of “Realize Rosslyn”, this process has maintained an overarching theme of developing recommendations and identifying implementation actions that allow Rosslyn to reach its full potential as a great and distinctive urban place.

Public Outreach and Events

The development of the Rosslyn Sector Plan has involved over 50 public meetings, and hundreds of other project team meetings, conversations, and related discussions. Milestone events included a December 2012 Kickoff week, March 2013 Visioning Workshops, and an October 2013 Workshop on Preliminary Proposals. Additional community engagement has involved dozens of stakeholder interviews, meetings with the Long Range Planning Committee (LRPC) of the Planning Commission, briefings with advisory commissions such as the Transportation and Park and Recreation Commissions, meetings with individual property owners and a collective of the development industry, a work session with the County Board, and public hearings of the Planning Commission and County Board.

Timeline

The planning process to create the Rosslyn Sector Plan included five major phases as follows:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Description</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>PLANNING ANALYSIS</td>
<td>Developed and documented a comprehensive understanding of the key factors behind Rosslyn’s planning opportunities and challenges.</td>
<td>October to December 2012</td>
</tr>
<tr>
<td>VISION PRINCIPLES AND INITIAL IDEAS</td>
<td>Identified and defined community-based principles and goals that were instrumental in guiding the development and direction of the Sector Plan.</td>
<td>January to May 2013</td>
</tr>
<tr>
<td>PRELIMINARY PROPOSALS AND PLAN ALTERNATIVES</td>
<td>Introduced a draft vision framework, along with the identification and comparison of primary alternative approaches to be considered for various elements of the draft framework. Preliminary implementation strategies relating to the framework and alternatives were also addressed.</td>
<td>June to October 2013</td>
</tr>
<tr>
<td>DEVELOPMENT OF ROSSLYN PLAN FRAMEWORK</td>
<td>Developed and adopted the Rosslyn Plan Framework that served as the foundation for the Rosslyn Sector Plan.</td>
<td>November 2013 to April 2014</td>
</tr>
<tr>
<td>FINAL ROSSLYN SECTOR PLAN UPDATE REVIEW AND ADOPTION</td>
<td>Completed the documentation of the Rosslyn Sector Plan and will formally inaugurate its use as County policy.</td>
<td>May 2014 to July 2015</td>
</tr>
</tbody>
</table>
Identifying priority park activities and their locations, Visioning Workshop, March 12, 2013

Community members identified priority issues and aspirations for Rosslyn, Kickoff meeting, December 3, 2012

Passersby comment on draft Rosslyn vision concepts in Central Space, October 4, 2013

Discussing the draft vision framework, Preliminary Proposals Workshop, October 5, 2013
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 “Rosslyn 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 more detailed guidance for key recommendations in the areas of transportation, parks and open space, and building height and form.

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

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).
The Rosslyn Plan Framework was adopted in April 2014. That document encompassed a Vision Statement, Vision Principles, and Policy Directives in each of the four subject areas (Transportation; Parks and Open Space; Urban Design (including land use and sustainability); and Building Height and Form). The Rosslyn Plan Framework served as the foundation for creating this Rosslyn Sector Plan.

The Rosslyn Plan Framework was the culmination of the first four phases of the Realize Rosslyn planning process, which had resulted in the formulation of the Rosslyn Vision and the fundamental policies and recommendations for the RCRD. Preceding the County Board’s adoption of the Rosslyn Plan Framework, a March 2014 Open House was held as well as meetings with the LRPC, briefings with other advisory commissions such as the Transportation and Park and Recreation Commissions, and public hearings of the Planning Commission and County Board.

The Plan Framework has largely been incorporated into the Rosslyn Sector Plan. The Plan Vision, Vision Principles, and Policies (formerly called Policy Directives) can be found in the beginning of Chapter 3. Formerly organized by themes in the Plan Framework, the Policies are now organized by slightly reframed statements that reflect the primary Goals of this document. The Policies also reappear later in the plan document within call out boxes located within the presentation of pertinent topic areas.
Ultimately, the Rosslyn Sector Plan will serve as the guiding long range planning document for the RCRD, and it also includes certain public open space and transportation recommendations for areas just outside the RCRD. Other guidance for areas located in the RMSA but outside of the RCRD is provided by the 1992 Rosslyn Station Area Plan Addendum (and other applicable planning documents). Decisions on future growth and investment in the RCRD and greater Rosslyn are also influenced by various elements of Arlington County’s Comprehensive Plan and other adopted County plans and policies. Through this effort, the guidance in the Rosslyn Sector Plan has generally been developed to ensure that the recommended vision can be translated to meaningful yet practical on-the-ground results in the RCRD.
Western Rosslyn Area Planning Study (WRAPS)

During the Rosslyn Sector Plan update process, the County was also leading another community planning process to develop an area plan for several parcels in the vicinity of Wilson Boulevard and N. Pierce and N. Quinn Streets. Dubbed the Western Rosslyn Area Planning Study (or WRAPS), this area encompassed the Wilson School, Fire Station #10, Rosslyn Highlands Park, a convenience store, an office building (located in the RCRD), and multi-family apartments. The following County goals were identified for the study: a multi-story school with up to 1,300 seats; recreation and open space up to 60,000 square feet in size; a new fire station; affordable housing; energy efficiency/sustainability; economically viable, urban and vibrant development with a mix of uses, heights and densities that support achieving County goals; and effective multi-modal transportation facilities and services. The Realize Rosslyn and WRAPS processes have been closely coordinated, and WRAPS is expected to provide recommendations for the existing office building that is located within the RCRD.

Air Rights Development

In addition, shortly after Realize Rosslyn was initiated, the Commonwealth of Virginia approached the County about the potential for air rights development above Interstate 66 in Rosslyn (as well as in East Falls Church). While not a primary focus of the Rosslyn Sector Plan, this document addresses this topic in the Land Use section of Chapter 3.

MAP 1.3 | WRAPS BOUNDARY

The WRAPS boundary includes one existing office building that is located within the RCRD which the study recommendations are expected to address.

The planning process considered potential for new development on deck structures above portions of I-66 in Rosslyn.
This document provides the community and stakeholders with a refined vision and guiding framework for future development in the RCRD, with a special focus on transportation, parks and open space, urban design, and building height and form. It also details numerous proposals for the improvement of streets and public spaces and sets forth a vision to help guide the consideration of private sector redevelopment and reinvestment in Rosslyn.

For developers and allied professionals, this plan presents an illustrative concept, recommended goals, design guidelines, and policies by which individual projects will be evaluated, and where potentially needed, possible incentives to help achieve the vision.

The Rosslyn Sector Plan is not regulatory; it establishes the desired future direction and key components for Rosslyn in a non-binding way. For developers and allied professionals, this plan presents an illustrative concept, recommended goals, design guidelines, and policies by which individual projects will be evaluated, and where potentially needed, possible incentives to help achieve the vision.

For County staff and public officials, this document is also a guide for future implementation actions intended to realize the plan. For example, this document provides a blueprint encompassing dozens of next steps over the coming months, years, and decades that should be prioritized to help achieve the plan. Such actions include:

- Amending the General Land Use Plan (GLUP) to update the vision and development goals for the RCRD;
- Amending the Zoning Ordinance to implement the plan;
- Amending the Master Transportation Plan to guide transportation planning efforts in this area;
- Evaluating private development proposals for consistency with the vision of the Master Plan;
- Investing in County capital and other projects needed to improve Rosslyn’s streets and public open spaces; and
- Securing greater public control over property intended for public use within the planning area.

View of Rosslyn from the Lincoln Memorial.
2 POSITIONING ROSSLYN
The Rosslyn Sector Plan addresses the Rosslyn Coordinated Re-development District (RCRD), the high-density mixed use portion of the Rosslyn Metro Station Area (RMSA). While the RMSA is approximately 300 acres in size, the RCRD comprises an area of 65 acres closest to the Rosslyn Metro station. Today, Rosslyn is in the midst of a transformation from a place designed around the automobile to a more vital urban center focused on the pedestrian experience and multimodality. Yet, key challenges must be overcome in Rosslyn’s future public and private realms for it to achieve its full potential as a great, distinctive urban place. This section describes key features and qualities of Rosslyn today, as a foundation to developing the more strategic goals, policies and recommendations to overcome these challenges and make the most of the opportunities with which Rosslyn has been presented.

MAP 2.1 | ROSSLYN METRO STATION AREA

The Rosslyn Metro Station Area (RMSA) encompasses the neighborhoods around the RCRD.
Rosslyn is situated in one of the region’s most strategic locations. Flanked by the Potomac Riverfront and the Monumental Core on the east and the Rosslyn-Ballston Corridor to the west, Rosslyn has become a hub of economic activity, while offering some of the most unique vistas in the region. With the access afforded by the completion of the Aqueduct Bridge more than a century and a half ago, Rosslyn first began its evolution into a significant place of commerce and human activity. Situated atop a Metrorail station served by three lines, and in close proximity to Reagan National Airport, the Nation’s capital, the Pentagon, Arlington Cemetery, and Georgetown, Rosslyn has been well positioned to become a major activity center based on its distinct context.

Over the last century, Rosslyn has experienced an incredible transformation greatly influenced by this exceptional location and access, combined with County planning and development policies. By the 1960s, Rosslyn was entering a period of extensive redevelopment that would solidify its prominence in the region. With more than 8 million square feet of commercial office development, Rosslyn emerged as major employment center over the second half of the twentieth century, with a large share of federal government and contractor tenants. Today, Rosslyn’s office marketplace is evolving, with an increasingly diverse mix of tenants, including more corporate entities and members of the innovative economy. Again due in large part to its attractive location and access, Rosslyn has become an international destination for tourists and visitors, serving as a primary access point for prominent federal parks and national landmarks, including the Marine Corps War Memorial (Iwo Jima) and the George Washington Memorial Parkway.
**PEOPLE**

The RCRD is located within the boundaries of the North Rosslyn and Radnor Fort Myer Heights Civic Associations. The larger RMSA also includes the eastern portion of the Colonial Village Civic Association area to the west. The North Highlands Civic Association area is situated to the north of the RCRD and RMSA, located between Lee Highway and the Potomac River.

Rosslyn’s 10,800 residents in the RMSA (as of 2010) represent a broad range of income levels, with 27% of households earning less than $50,000 per year and over 37% earning over $100,000 per year. Residents’ cultural backgrounds in the RMSA generally reflect a similar distribution of diverse cultures to Arlington as a whole. In terms of age levels, Rosslyn has a higher percentage of residents aged between 18 and 44 years (nearly 70%) than the County as a whole (53%), with relatively fewer children and elderly present. Rosslyn also has more non-family households (74%) than the County as whole (58%). Accordingly, almost 90% of Rosslyn households are occupied by just two people or less, compared to approximately 73% for Arlington.

Based on recent trends, Rosslyn’s households are anticipated to continue to be dominated by small and non-family households, though the visible and potentially growing presence of family households makes it clear that accommodations and continued planning for the needs of children and families in Rosslyn will continue to be needed. For example, in terms of schools, Arlington Public School students residing in the RCRD are currently served by Key Elementary School, Arlington Science Focus School, Williamsburg Middle School, and Yorktown High School, and plans for a new middle school to accommodate a related H-B Woodlawn program are being addressed through the WRAPS plan. Rosslyn’s demographics will also likely change to reflect the increasing cultural diversity and average age of the region’s population. Average household incomes are likely to rise in Rosslyn due to the relatively high cost of developing new housing in this dense urban district as well as due to market demand.
As of 2015, Rosslyn is one of the most compactly developed places in Arlington. Tens of thousands of people come from all areas of the region to work in Rosslyn each day. At night, Rosslyn’s Metro Station continues to bustle, and many residents who call Rosslyn home return to the district well into the evening hours. Recently added restaurant and other service offerings have helped to extend greater levels of activity in Rosslyn later into the evenings.

In 2014, over 15,000 passengers entered the Metrorail system daily at Rosslyn and more than 14,000 exited, which reflect figures exceeded in Arlington only by the Pentagon and Pentagon City stations. There are 2,141 hotel rooms in the RMSA, with 939 of those located in the RCRD. Tourism is one of Arlington’s most important sectors, and Rosslyn is an area accommodating significant tourist activity. Over one million visitors stay in Rosslyn each year.

Over 28,200 people work in Rosslyn, primarily in professional services and supporting services such as retail and hospitality. As of 2012, the largest employers in Rosslyn were Deloitte, Corporate Executive Board, US Department of State, Raytheon, BAE Systems, The Carlyle Group, and FBR & Co. As with other places in the County, especially Crystal City, the office market in Rosslyn has evolved over time in conjunction with larger trends. In the 1960s, Rosslyn was seen as an attractive and convenient location capable of fulfilling the need for additional office space. In many of the early office buildings, space was leased by the federal government or its contractors to meet its needs. More recently, and partly as a result of Base Realignment and Closure Commission actions, the amount of office space in Rosslyn leased by the government has declined. With the redevelopment of several of these buildings, attractive new Class A office space has become available in Rosslyn, and with it a more diverse tenant base has come to Rosslyn to fill them. Whether to settle in locations closer to where their employees want to be (such as the Rosslyn-Ballston Corridor), take advantage of the unique vistas of the nation’s capital, or leverage the great access to the transportation network, companies are continuing to select Rosslyn as a home.

Market-driven redevelopment of Rosslyn’s 1960’s and 1970’s era buildings is ongoing or proposed on multiple parcels, like Central Place shown here. This plan shapes and leverages future redevelopment to make Rosslyn a better place for people, and in turn a place of greater economic and community value.
ROSSLYN’S EXISTING PLANNING FRAMEWORK

The General Land Use Plan (GLUP), 1992 Rosslyn Plan Addendum, County Board building heights policies, and Zoning Ordinance and Map represent Rosslyn’s existing framework for future growth and development.

**General Land Use Plan (GLUP)**

Land Use in the RMSA generally reflects the existing GLUP designations within the area. Within the RCRD, land is primarily designated as one of two GLUP designations appear: “High” Office-Apartment-Hotel which applies to the majority of properties and allows up to 3.8 FAR for office or hotel development and up to 4.8 FAR for residential, and “High” Residential which is the designation for several properties located near the RCRD’s western boundaries with adjacent areas and provides for residential development up to 4.8 FAR, or hotel development up to 3.8 FAR. In a few locations, specifically the Dark Star Park and Central Place Plaza (under construction), the GLUP designation is “Public”, which provides for parks, schools, parkways, major unpaved rights-of-way, and libraries and cultural facilities.

In 1996, the County Board amended the GLUP to add the RCRD as a special district. The RCRD was created to encourage the physical and economic development of Rosslyn to maximize its potential, over the next 25 years, to become a competitive first class urban center which exemplifies superior architecture and excellent urban design practice. This is envisioned to be achieved through high quality mixed-use development at the core of Rosslyn including enhanced residential and hotel resources, and office buildings that are home to regional and national headquarters of major private/public corporations and institutions. Associated Zoning Ordinance amendments, as described on page 20, allowed the potential for additional height and density in order to achieve the vision of the GLUP amendment.

**1992 Rosslyn Station Area Plan Addendum**

The Rosslyn Sector Plan has been prepared in anticipation of continued redevelopment of major buildings in the RCRD. More than twenty years ago, the 1992 Rosslyn Station Area Plan Addendum (1992 Addendum) established a vision of Rosslyn as a place that would become:

- A proud gateway into Arlington and the Commonwealth of Virginia;
- A vibrant place to live and work with ample opportunities for shopping, recreation and cultural activities;
- A home to the regional and national headquarters of major corporations and a premier office location in the country;
- An example of superior architecture and urban design; and
- A place where people are comfortable with their surroundings and which serves as a great stage for human activities.

The 1992 Addendum also called for the creation of the Rosslyn Coordinated Redevelopment District, so that the goals and recommendations in the plan could be achieved.

**Building Heights Policy for Rosslyn**

In addition to the GLUP and the 1992 Addendum, the County Board adopted resolutions setting forth specific policies in 2002 and 2007 to guide building height and urban design in the RCRD.

The 2002 resolution provides several principles to be used in considering the height and design of buildings in the RCRD,
The RCRD (#15) is comprised almost entirely of the “High” Office-Apartment-Hotel and the “High” Residential land use designations.
namely that new buildings will be architecturally distinctive with attention paid to the skyline and the tops of buildings, that the tallest buildings will be generally located in the core of Rosslyn around the Metro station entrances, and that buildings farther from the core and closer to the boundary of the RCRD and adjacent to residential buildings shall generally taper down in height and be designed to achieve transitions to the adjacent neighborhoods. This resolution also called for consideration to be given to the impact on view corridors.

Associated with Zoning Ordinance amendments for permitting increased building height in the two Central Place blocks, the 2007 resolution primarily provides urban design principles for future projects within the context of Central Place’s observation deck and the need to protect views from this public amenity. Key principles set forth in this resolution that apply to considering height above 300 feet include distinctive architectural features such as sculpted rooftop designs or tapering of building form, significant community amenities, preservation of views from public observation decks, environmental sustainability, and receipt from the FAA of a determination of no hazard.

**Zoning**

Today, there are over a dozen zoning districts that affect the permitted use of land within the boundaries of the RMSA. Within the RCRD, only three zoning districts are present: Commercial Office Building, Hotel & Multiple-Family Dwelling District (“C-O”) and Commercial Office Building, Retail, Hotel and Multiple-Family Dwelling District (“C-O Rosslyn”), and Multiple Family Dwelling and Hotel District (“RA-H-3.2”).

The “C-O” classification is to provide for limited office building land use to encourage rebuilding with high-rise office buildings, hotels, or multiple-family dwellings in the vicinity of Metrorail stations.

The “C-O Rosslyn” classification was created through Zoning Ordinance amendments in 1996, concurrent with the designation of the RCRD on the GLUP, as one of the primary tools to help implement the goals of the 1992 Addendum. When established, the primary goals of the “C-O Rosslyn” classification were to create premier office space suitable for regional and national headquarters; provide hotels that expand and enhance hotel services for businesses, residents and visitors; to provide residential development that meets the housing goals and policies of Arlington County; to implement urban design, streetscape and open space plans and policies, including the Central Place, the Esplanade and other public facilities; to increase retail commercial services in the center of Rosslyn and to achieve superior architecture and the best in urban design practice.

Per the aforementioned GLUP designations, sites located within the RCRD and designated “High” Office-Apartment-Hotel on the General Land Use Plan could typically be developed at densities up to 3.8 floor area ratio (FAR) for office/commercial and hotel uses, and up to 4.8 FAR for residential uses. On sites designated “High” Residential, sites could typically be developed up to 4.8 FAR for residential and 3.8 FAR for hotel uses. Additionally, applicants could seek rezoning of properties within the RCRD to “C-O Rosslyn”, where they could pursue building heights up to a maximum of 300 feet and densities up to a maximum of 10.0 FAR. These building height and density limits are maximums, and are not guaranteed outright. In 2007, amendments to “C-O Rosslyn” granted the County Board the ability to permit even greater building height in the two Central Place blocks adjoining the Metro Station.
Land in the RCRD is predominantly zoned either “C-O” or “C-O Rosslyn”.

**Zoning Classifications**

- **C-1** Local Commercial Districts
- **C-2** Service Commercial - Community Business Districts
- **C-3** General Commercial Districts
- **C-O** Commercial Office Building, Hotel and Multiple-Family Dwelling Districts
- **C-O ROSSLYN** Commercial Office Building, Retail, Hotel and Multiple-Family Dwelling Districts
- **C-O-1.0** Commercial Office Building, Hotel and Apartment District
- **C-O-1.5** Commercial Office Building, Hotel and Apartment District
- **C-O-2.5** Commercial Office Building, Hotel and Apartment District
- **R-10** One-Family Dwelling Districts
- **R-6** One-Family Dwelling Districts
- **RA4.8** Multiple-Family Dwelling Districts
- **RA6-15** Apartment Dwelling Districts
- **RA8-18** Apartment Dwelling Districts
- **RA-H** Hotel Districts
- **RA-H-3.2** Multiple-Family Dwelling and Hotel Districts
- **S-3A** Special Districts

See Arlington County, Virginia Zoning Ordinance for details.
PLANNING ASSESSMENT OF ROSSLYN TODAY

Land Use and Development

Modern development in Rosslyn began in earnest in the 1960s, spurred by the growth of the federal government after World War II and newfound interest in Arlington real estate investment. Rosslyn’s older structures and industrial operations were rapidly replaced by a high-density office district. The completion of Interstate 66 and mixed-use development around the Metrorail stations solidified Rosslyn as an important office submarket in the region, with a surrounding neighborhood of garden-style and medium density residential apartment complexes, single family homes, and townhomes.

Since the 1930s, the most active times of development activity in Rosslyn occurred during the 1960s and 1980s. Both of those decades each included the completion of two to three million square feet of office space, and approximately one to two thousand residential units. The extensive amount of construction activity during this time is today evident in the architectural style and vintage of many of Rosslyn’s existing buildings, particularly the office buildings located within walking distance to Metro. Since the creation of the RCRD on the GLUP in the mid-1990s, Rosslyn has witnessed the construction of more residential space than office buildings for the first time since the 1950s. This recent trend has helped to make Rosslyn a more mixed-use area, particularly near its center.

CHART 2.1 | ROSSLYN MSA DEVELOPMENT BY USE (1930–PRESENT)

Today, the greatest heights and densities in the RMSA continue to be located in the predominantly office district of the RCRD, transitioning to lower height and less dense residential areas to the south and west. Within the residential areas, there is a mixture of townhouses, garden-style and elevator apartment and condominium communities, and a limited number of single-family attached and detached homes.

A breakdown of total development is as follows:

| USE MIX ANALYSIS OF COMPLETED DEVELOPMENT IN ROSSLYN AS OF JANUARY 1, 2015 |
|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| OFFICE (SF)       | RETAIL (SF)       | OTHER (SF)        | ESTIMATED RESIDENTIAL GFA | ESTIMATED HOTEL GFA | 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         |
| RCRD              | 8,106,810         | 426,452           | 118,900                   | 634,700 (577 units) | 680,775 (939 rooms) | 9,967,637          |

| RMSA              | 43%              | 3%               | 1%                        | 45%              | 8%               |
| RCRD              | 81%              | 4%               | 1%                        | 6%               | 7%               |

USE MIX
The RCRD accounts for over 95 percent of the office development in Rosslyn and almost 75 percent of the retail development. In contrast, a significant portion of the residential development is located outside of the RCRD. Only seven percent of the residential units in Rosslyn are located in the RCRD. Rosslyn’s use mix reflects this disparity in office and residential development in the RCRD as compared with the RMSA as a whole. Within the RCRD, office space accounts for 81 percent of all development, with retail accounting for 4 percent, residential accounting for 6 percent, and hotels accounting for 7 percent. In the RMSA, the use mix is almost evenly balanced between office and residential uses. Office space is 43 percent of all development and residential is 45 percent.

RETAIL
A legacy of Rosslyn’s development patterns in the 1960s and 1970s is its segregation of places for working, living and shopping in different areas. While recent development in the RCRD has increased the mix of these activities, many blocks remain heavily dominated by office space. These single-use areas generally lack activity on weeknights and weekends, and a lack of a

<table>
<thead>
<tr>
<th>CHALLENGE:</th>
<th>OPPORTUNITY:</th>
<th>CHALLENGE:</th>
<th>OPPORTUNITY:</th>
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<tbody>
<tr>
<td>Central Rosslyn’s mix of land uses continues to be heavily weighted to commercial office space, limiting the district’s overall vibrancy on nights and weekends.</td>
<td>Add housing in central Rosslyn to accommodate more residents, increase the customer base for expanded retail and restaurant offerings, and keep the neighborhood a lively place 18 hours a day, seven days a week.</td>
<td>Rosslyn’s shopping, dining, entertainment and park options do not provide the level of amenities potential employers, residents and visitors want.</td>
<td>Accelerate storefront retail development, expansion of urban open spaces and design/programming improvements to parks and streets to reinforce Rosslyn’s inherently accessible location as one of the region’s prime places to live, work, play and visit.</td>
</tr>
</tbody>
</table>
critical mass of housing in the RCRD further limits activities and interest after business hours. Collectively, Rosslyn’s shopping, dining, entertainment, and park options also do not provide the level of amenities potential employers, residents and visitors want. Finally, internal retail spaces reduce the amount of publicly visible retail choices and pedestrian activity on Rosslyn’s streets.

**MARKET POSITION**

Over the past decade, Rosslyn has entered into a period of “Second Generation of Redevelopment”—where mid-rise buildings of various uses dating to the 1960s are torn down and replaced with larger and taller new buildings. Many aging office buildings in the RCRD remain and lack the interior layouts and pedestrian-friendly exterior today’s tenants seek. The ability to encourage the redevelopment of this aging building stock and its replacement with more modern buildings meeting today’s market presents significant opportunity for the future of Rosslyn. In fact, this very type of redevelopment pattern is what the 1992 Plan Addendum envisioned and the “C-O Rosslyn” zoning district was established to facilitate. The maximum 10.0 FAR and 300’ height provisions were set at levels to encourage redevelopment, rather than renovation that would be limited in its ability to really transform Rosslyn.

**Recent Development**

Establishing the RCRD and “C-O Rosslyn” district has effectively encouraged redevelopment helping to transform Rosslyn. 1801 N. Lynn Street, the Waterview and 1812 N. Moore Street have brought more than 1.5 million square feet of brand new Class A office space to Rosslyn, while the Waterview and Turnberry Tower (and Slate and Sedona located just outside the RCRD) have added hundreds of new housing units and residences to Rosslyn. Chart 2.3 provides a profile of recent Site Plans or Phased Development Site Plans that are under construction, have been approved by the County Board, or are currently undergoing formal review by the County. There is currently a significant amount of development activity in the RCRD, with almost 4,000,000 square feet of office, 1,300 residential units, 500 hotel rooms, and more than 200,000 square feet of retail at some stage in the pipeline.
The Smart Building, Waterview and Turnberry Tower are the first three projects completed in the new wave of development using the C-O-Rosslyn zoning tool created in 1996, to encourage a mixed-used development of office, retail and service commercial, hotel and multiple-family dwelling uses within the RMSA and the RCRD.

1812 N Moore, Central Place, Rosslyn Gateway, and 1401 Wilson are the next four projects to be delivered. Construction began on Central Place in 2014. On one block, this project will deliver 377 new apartments, 45,000 square feet of ground floor retail, 525,000 square feet of office space, and a public observation deck offering exceptional views of the monumental core and surrounding landscape—all located atop the Rosslyn Metro Station. The greatest impact Central Place may have on Rosslyn is the way in which it will enhance the pedestrian experience immediately adjacent to Metro—celebrating one’s sense of arrival with a public plaza designed for flexible programming, wide sidewalks lining significant ground floor retail, and building volumes that more effectively define the public realm.

**WATERVERSE**
- Address: 1919 N. Lynn Street
- Project Type: high-end hotel, condominiums, Class A office space
- Development Program: 133 residential units; 10,110 sf retail; 620,576 sf office; 154 hotel rooms
- Height: 300’
- Parking Spaces: 901
- Completed: 2008
- GLUP: High Office-Apartment-Hotel
- Zoning: C-O-Rosslyn

**TURNBERRY TOWER**
- Address: 1850 Fort Myer Drive
- Project Type: Luxury residential condominiums
- Development Program: 248 residential units; 4,400 sf retail
- Height: 300’
- Parking Spaces: 378
- Completed: 2009
- GLUP: High Residential
- Zoning: C-O-Rosslyn

**SMART BUILDING**
- Address: 1801 N Lynn Street
- Project Type: Class A office space
- Development Program: 347,296 sf office; 6,565 sf retail
- Height: 299’
- Parking Spaces: 386
- Completed: 2002
- GLUP: High Office-Apartment-Hotel
- Zoning: C-O-Rosslyn
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: 300’ (office); 285’ (residential/hotel); 270’ (residential)
• Parking Spaces: 875
• GLUP: High Office-Apartment-Hotel
• Zoning: C-O Rosslyn

CENTRAL PLACE
• Address: 1801 N. Moore 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
The development potential permitted by the “C-O Rosslyn” district continues to be a critical tool for strengthening Rosslyn’s competitive edge in the region. As evidenced through practice and recent analysis, redevelopment projects in Rosslyn can be economically feasible when their densities either reach or approach 10 FAR. While most “C-O Rosslyn” approved site plans have met or nearly reached 10 FAR, depending on a number of factors, site plans in the RCRD may be able to redevelop at slightly lower densities. Simply put, a density range of 8 to 10 FAR will very likely be needed for economic reasons to account for the high cost of land in the RCRD, the demolition of an existing major asset, the high costs and complexities associated with building tall buildings in Rosslyn, and the associated community benefits provided to help mitigate the adverse impacts of increased densities. If densities were to be reduced below an 8 FAR threshold, it would very likely lead to building renovations, instead of full redevelopment projects.

**Future Development Potential**

Thanks to recent additions, the RCRD today features new premier office space, new residential offerings, and a growing number of restaurants and retail establishments. With the completion of Central Place by 2018, Rosslyn will host a public observation deck with unparalleled views to the Monumental Core as well as a public plaza to anchor the RCRD. Yet Rosslyn’s potential is so much greater. By 2040, estimates suggest that private redevelopment may direct several billions of dollars of private reinvestment into the area. WMATA has long range plans for a second Rosslyn Metro station, and its new Silver Line service has recently extended Rosslyn’s connections to Tyson’s Corner, Reston East, and other stations to the west (eventually connecting to Dulles Airport). The Commonwealth of Virginia is exploring opportunities for potential air rights development above Interstate 66 in Rosslyn. These are exciting times to consider the future of Rosslyn.

Rosslyn will continue to change and evolve, but not every site and not all at once. The Growth and Development Outlook diagram (Map 2.6) identifies those sites assumed to be most likely to redevelop by around 2040. Sites identified in orange are those considered most likely to redevelop before the plan horizon—typically older properties that may have greater challenges adapting to contemporary market expectations, or where there is known owner consideration of redevelopment. While these assumptions have allowed consideration of where change may occur first, it does not prescribe the timing of redevelopment for

### Chart 2.3 | RCRD Site Plan Approvals (Not Yet Built), Under Construction, and Under Formal Review as of January 1, 2015

<table>
<thead>
<tr>
<th></th>
<th>Office (SF)</th>
<th>Retail (SF)</th>
<th>Other (SF)</th>
<th>Residential Units</th>
<th>Hotel Rooms</th>
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<tr>
<td>RCRD Approvals</td>
<td>1,003,060</td>
<td>81,916</td>
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<tr>
<td>RCRD Under Construction</td>
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<td>55,574</td>
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<td>RCRD Under Review</td>
<td>1,815,160</td>
<td>83,500</td>
<td>0</td>
<td>350</td>
<td>350</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>3,958,508</strong></td>
<td><strong>220,990</strong></td>
<td><strong>30,103</strong></td>
<td><strong>1,271</strong></td>
<td><strong>498</strong></td>
</tr>
</tbody>
</table>

_SOURCE: CPHD PLANNING DIVISION, URBAN DESIGN, RESEARCH, AND ANALYSIS, 2015._
Numerous sites were identified as having a high likelihood of change during the 25-year planning horizon, indicating the transformative potential in the RCRD.
individual sites, nor does it compel redevelopment or preservation of any particular site.

In devising recommendations and design guidelines for the Building Height and Form elements of this plan, 3D computer modeling was conducted to develop a potential build out scenario reflecting a future Rosslyn that physically embodies qualities that effectively meet plan goals. The 3D model reflects just one possible scenario out of many, and is not intended to prescribe the specific form of future development proposals on any given site. That said, the overall level of new development potential included in that model was quantified based on the potential development yields for each assumed redevelopment site. Altogether, if all the sites assumed as future redevelopment opportunities were to someday redevelop, collectively they would provide the potential for approximately 12 to 13 million square feet of new development. This total reflects the amount of new building space that’s constructed, and does not net out existing buildings that would be demolished to make way for new buildings. This demonstrates that this plan presents a significant level of potential new development in the future that will be needed to help achieve many of the goals and recommendations set forth in this plan.
Urban Design

As an area that developed into an urban high-rise district in the 1960s, Rosslyn’s auto-oriented built form and pedestrian realm provides significant opportunities for improvement from an urban design perspective. Recent redevelopment has resulted in an incomplete transition from a place designed around cars to one designed for people. Streets and paths for the significant pedestrian presence largely remain indifferent to pedestrians’ needs for safe, pleasant places to walk: blank walls and parking entrances predominate, while welcoming shops and cafés are rare. Street trees and vegetation offer shade, scale and beauty in certain areas, but many streets still have little or no landscape oriented to the pedestrian.

A key urban design opportunity will be to reclaim excess roadway area for expanded sidewalks, landscape, and bike facilities. In addition, the redevelopment and renovation of aging buildings will allow for not only state-of-the-art spaces for working and living but also accelerated storefront retail and façades that relate to sidewalks, parks, and plazas. Finally, an expanded park network with enhanced design and programming will reinforce Rosslyn’s inherently accessible location as one of the region’s prime places to live, work, play and visit.

Building Height and Form

Rosslyn today is visible from nearby neighborhoods as well as prominent viewpoints in many directions, yet its architecture can appear anonymous and unwelcoming. From within Rosslyn, significant building heights and widths darken the pedestrian experience, block views, and produce abrupt changes between the character of adjacent blocks and buildings. Looking to the future, there is concern that dramatic views are available from many public and private locations in Rosslyn, contributing significantly to quality of place and development value, but they remain highly vulnerable to being blocked by the volumes of new buildings.

Building height and form

CHALLENGE: Rosslyn’s architecture can appear anonymous and unwelcoming from nearby neighborhoods as well as prominent viewpoints in America’s capital.

OPPORTUNITY: Encourage greater variety of building height, form and architecture to shape a proud and distinctive skyline while establishing human-scaled connections, views and public spaces at street level.
Buildings in the RCRD generally reflect a distinct pattern between projects approved and built before and after the mid-1990s. Since the 1960s, most buildings in the RCRD had been approved under the “C-O” zoning district. The current maximum heights of many buildings approved under “C-O” are 153 feet for office and 180 feet for residential, reflected in relatively similar height of many buildings added to the RCRD before the 1990s. In select instances, the County Board approved modifications to building height for a few of the taller structures. With the 1996 creation of the RCRD and “C-O Rosslyn” provisions, new buildings up to 300 feet (or up to approximately 387 feet in the two Central Place blocks) rise above the older buildings. Except for 1000 and 1100 Wilson Boulevard, today the tallest buildings in the RCRD have been built since 1996 as site plans approved with “C-O Rosslyn” zoning.

A key challenge of this planning effort is to introduce variety and texture to one of Arlington’s signature skylines despite a variety of constraints. Proximity to lower density residential neighborhoods require sensitive transitions at the edges of the district. Map 2.7 from the Rosslyn Plan Framework demonstrates the key considerations needed at distinct priority transition and special context zones. Buildings approved over the past fifteen years have been guided by a County policy that expects greatest building heights on sites closest to Metro station with heights to tapering down to the edges of the RCRD. Without specific or quantitative guidance, the taper and variation in the skyline profile of new projects has been minimal. At the same time, much greater building heights that would produce significant variation are precluded on many sites limited due to the presence of flight paths related to Reagan National Airport. Specifically related to this, in 2014 the FAA initiated a process to consider changes that would include one engine inoperative procedures to its standard methods of evaluating whether potential structures are hazards to air navigation (though at the time of plan adoption, this process was still ongoing). The constraints that airspace operations place on building heights today and in the future is potentially exacerbated as the topography of Rosslyn rises westward along Wilson Boulevard. On that note, should the FAA modify its stance on the acceptable building heights in the RCRD, whether trending above or below the 470’ feet above sea level mark, the building heights across the RCRD may need to be revisited accordingly, consistent with the goals of the plan. Furthermore, in 2007 the County made a significant investment in a public observation deck as part of the Central Place site plan approval (now under construction), and the issue of how views from the deck should be protected also needs to be addressed.
The Arland Towers are two of the most distinctive buildings in Rosslyn today.

Rosslyn’s signature skyline today, viewed from the northeast near Georgetown.

Rosslyn streets today are framed by a mix of building ages, styles, and heights.

The public observation deck will have a rare view of the Monumental Core of Washington, D.C. to the east.

Rosslyn’s signature skyline today, viewed from the northeast near Georgetown.
Parks and Open Space

Rosslyn is endowed with a significant amount of public open spaces within and around it. However, some of these spaces lack adequate connections, design and programming. Many public open spaces and landscaped areas along streets were originally designed consistent with the suburban auto-oriented office environment Rosslyn once was, rather than the vibrant and pedestrian-oriented urban place it is transforming into today. Current park and plaza spaces often do not support the range of activities that Rosslyn’s increasingly diverse population desires. By way of example, Gateway Park is Rosslyn’s largest and most prominent park yet is also one of its hardest to use effectively and regularly. Likewise, Freedom Park, as Rosslyn’s smaller scale version of New York City’s High Line, needs more appeal as a destination and improved access to showcase its excellent views and amenities. Rosslyn also is not far from several regionally important trails and walking and bicycling corridors, yet its connections to these can be missing, hard to navigate, unpleasant or unsafe. A more in depth summary of these conditions and potential planning opportunities are described in this section.

EXISTING PARK INVENTORY

The RMSA offers a selection of parks and both public and privately-owned open space with public access. In addition, Rosslyn is surrounded to the north, east, and south by federal land with open space, namely Roosevelt Island, the Marine Corps War Memorial, and Arlington National Cemetery. Parks in the RMSA include:

• County Parks:
  > Gateway Park; 3 acres
  > Rosslyn Highlands Park; 0.7 acres

• Other public and privately-owned spaces, many of which are plazas and elevated terraces, also function as key elements of Rosslyn’s public realm. These spaces in the RMSA include:
  > Freedom Park (located within the RCRD)
  > Key Boulevard Community Garden
  > Waterview Terrace (located within the RCRD)
  > Bennett Park public terrace
  > Bennett Park “alley” public space
  > Oak Street open space (located within the RCRD)

In addition to these spaces, several other Rosslyn sites include privately owned open spaces that, while informally accessible to the public, are not considered key elements of Rosslyn’s public realm. In fact, one important characteristic of Rosslyn’s public realm is that it includes an excessive amount of unprogrammed plaza spaces providing limited benefit to the community. Additional details about Rosslyn’s parks and open space are provided in the appendix.

Another distinct feature of Rosslyn’s public open space environment is its relatively close proximity to signature areas of federal parkland, yet the presence of physical and psychological barriers to reach them. Theodore Roosevelt Island, the Potomac River, the George Washington Memorial Parkway, and Marine Corps War Memorial are all within a short distance of the RCRD. However, several highways, steep grades, and other barriers sig-
Much of the RCRD’s public open spaces are plazas, which are often privately owned and may not be easily accessible or visible. There are few public parks in or near the RCRD.
nificantly limit convenient access to these features for residents, workers, and visitors of Rosslyn.

EXISTING PROGRAM OPPORTUNITIES
Arlington County public parks account for almost 6 acres of passive and recreational public space in the RMSA. Programming and activities at these facilities include:

• Arts and cultural programming, especially at Gateway Park (located just outside the RCRD) which is home to events including the Rosslyn Jazz Festival and the Rosslyn Outdoor Film Festival;

• Tot lots and other youth-oriented play areas at Fort Myer Heights and Rosslyn Highlands Park;

• Passive and restive elements such as benches, ornamental gardens and landscaping and tree canopy preservation at parks such as Hillside Park, Rhodeside Green Park, Freedom Park, Dark Star Park, and Belvedere Park; and

• Recreational facilities at Rosslyn Highlands Park (basketball) and Fort Myer Heights Park (basketball and volleyball).

Despite the presence of these amenities and programs, the existing open space network is dominated by passive spaces and severely lacking in active recreation amenities. The chart that follows indicates the programming opportunities accommodated by parks both fully within and just outside the RCRD. As the chart demonstrates, some of the program needs include playgrounds, dog parks, space for court and field sports, and facilities for river sports.

---

**CHALLENGE:** Highways and steep grades significantly limit access to the Potomac River and signature parkland along it.

**OPPORTUNITY:** Cross highway barriers with new bridges connecting with regional paths along the river. Redesign and program public space at Rosslyn’s edges to embrace the Potomac River landscape with views and activity.

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**Reaching the Potomac**
## Chart 2.4 | Rosslyn Parks and Open Space: Existing Program Opportunities

<table>
<thead>
<tr>
<th>Passive Uses</th>
<th>Active Uses</th>
<th>Access/Visibility</th>
</tr>
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<tbody>
<tr>
<td>Walking/strolling</td>
<td>Chess/checkers</td>
<td>Visibility from the street</td>
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<tr>
<td>Canine amenities</td>
<td>Live performances</td>
<td>Handicap accessible</td>
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<td>Outdoor dining</td>
<td>Farmers market</td>
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<tr>
<td>Park for playing/biking</td>
<td>Seating in quiet areas</td>
<td></td>
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<tr>
<td>Playing in water</td>
<td>Seating in active areas</td>
<td></td>
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<tr>
<td>Community gardening</td>
<td>Paths for jogging/biking</td>
<td></td>
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<tr>
<td>Experiencing ornamental plantings</td>
<td>Experience public art</td>
<td></td>
</tr>
<tr>
<td>Experiencing views</td>
<td>Experience views</td>
<td></td>
</tr>
</tbody>
</table>

### New or Renovated Public Parks/Open Spaces in the RCRD
- **Rosslyn Plaza**
- **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
SERVICE AREA

Beyond the lack of active recreation amenities and programming within the RCRD, there is also a shortage of such facilities and accommodations within walking distance to the RCRD. Only the western limits of the RCRD are within easy walking distance to Rosslyn Highlands Park. While Gateway Park is also within walking distance, accessing it can be challenging given the conditions of pedestrian crossings and its separation from the core of Rosslyn by Lee Highway. With a growing population in the future, the limited access and shortage of active recreation amenities in Rosslyn will become exacerbated.

Recent analysis confirms that Rosslyn has become one of the most underserved areas in the County for active recreation and park space. Growing numbers of workers, residents and visitors in and around Rosslyn will need more inspiring and welcoming public parks to maintain and improve Rosslyn’s vital role as a regional attraction and place of community vitality and economic growth for Arlington. The projected increase in residential population between 2010 and 2040, based on current forecasts, and growing presence of children and family households will demand a high quality and more diverse park system that serves daily neighborhood needs and enhances community health and quality of life. To meet these needs, recreation options should be expanded, especially pertaining to active recreation such as “social sport” opportunities, playgrounds and tot lots, and nice places to stroll and reflect. Current and anticipated future demographics suggest a need to evolve Rosslyn’s public open space network toward a system of spaces accommodating a diverse range of activities.
**TREE CANOPY COVERAGE**

There is limited existing tree canopy coverage in the RCRD today, only approximately 5% of the total area. While this is an urban location with limited opportunities for expansive landscape areas, creating a more extensive tree canopy via new street trees, private plazas and roofs, and/or new and revitalized park space will be an important component of future growth that will have benefits for the character and sustainability of Rosslyn.

*These sequential blocks of Wilson Boulevard demonstrate how the presence of trees can make a sidewalk attractive and inviting, while the absence of trees can make a sidewalk an unwelcoming place for walking.*

The RCRD’s existing tree canopy is approximately 5%.
**Transportation**

Ease of access is at once one of Rosslyn’s greatest assets and challenges. In addition to its proximity to downtown Washington, D.C., Rosslyn’s establishment as a major office and hotel district in the 1960s and 1970s arose directly from its convenient auto access. About two-thirds of peak-hour traffic on Rosslyn streets is passing through Rosslyn on its way somewhere else. Much of these trips use Rosslyn streets to connect from one regional highway or bridge to another, due to the absence of certain direct connections among those routes. The opening of the Rosslyn Metro station in 1977, however, transformed Rosslyn into a place of multi-modal access choices, and dramatically expanded access capacity with very little use of land. Over the past four decades, Rosslyn has been evolving in many ways that reflect the increased focus on transit oriented development and multimodal transportation options and choice.

**REGIONAL CONTEXT**

Rosslyn is situated at the confluence of several major local and regional highway facilities including: Interstate 66, US Route 29 (Lee Highway), US Route 50 (Arlington Boulevard), the George Washington Memorial Parkway, Virginia Route 110, and the Wilson Boulevard/Clarendon Boulevard corridor. Rosslyn is also connected to downtown Washington, D.C. by the Key Bridge, the Theodore Roosevelt Bridge, and the Metrorail system tunnel under the Potomac River. Rosslyn is afforded an exceptional level of access and connectivity to its surroundings by a multi-layered transportation system comprised of local roads, highways, interstates, pedestrian and cyclist routes and trails, and public transit facilities including the Orange, Silver and Blue line service at the Rosslyn Metrorail.

*The road, transit, and trail systems provide important connections to the wider region. Improvements to the trail and bicycle network would enhance this connectivity.*
station, as well as local, regional, commuter, and long-distance bus service.

**STREET, PEDESTRIAN AND BICYCLE NETWORK**

Rosslyn’s regional roads also serve as the foundation for its local road network and block structure. N. Arlington Ridge Road, N. Kent Street, N. Lynn Street, N. Moore Street, N. Fort Myer Drive, N. Nash Street, and N. Oak Street are the primary north-south streets. Lee Highway, 19th Street N., 18th Street N., 17th Street N., Wilson Boulevard, and Clarendon Boulevard are the primary east-west streets. These regional roads attract cut-through traffic which adds to local congestion, and form long blocks which are not conducive to efficient circulation.

This road network and the Custis and Mount Vernon Trails also provide the basic infrastructure for pedestrian and bicycling movement. Rosslyn’s sidewalks and other paths accommodate significant pedestrian traffic—in fact, some of the highest pedestrian volumes in Arlington are found in Rosslyn, particularly on stretches of N. Fort Myer Drive, N. Lynn Street and Wilson Boulevard near the Metro station— and yet many offer little to enhance the walking experience. Many sidewalks are too narrow to comfortably accommodate these pedestrian volumes. Some parallel blank walls or cross broad service entrances, legacies of when Rosslyn was planned with skywalks to accommodate pedestrian circulation separated in grade from vehicles. Rosslyn’s sloping topography also characterizes its pedestrian network, and elements like Freedom Park remain grade-separated from several streets below.

Rosslyn also sees significant bicycling activity, largely because several major regional trail system facilities (the Custis Trail, Mount Vernon Trail, Key Bridge and Theodore Roosevelt Bridge crossings) enter Rosslyn or pass by its edges. Other major corridors in Arlington’s bicycle network, such as Wilson, Clarendon and Key Boulevards, feed directly into the RCRD’s local street network. Recent installation of four Capital Bikeshare stations in Rosslyn has further spurred increases in people bicycling here. However, bicycling conditions on Rosslyn streets remain challenging due to significant and fast-moving traffic volumes, fragmented network elements, challenging intersections, and limited wayfinding information.

Rosslyn's existing street and block pattern has drawbacks including long and irregular blocks that reduce route options, make wayfinding difficult, complicate building service and loading and make signal spacing inconsistent, encouraging higher vehicle speeds.
SKYWALK SYSTEM
The pedestrian network sidewalks are augmented by a 1960s era skywalk network designed to connect blocks, buildings, and uses efficiently while keeping pedestrians separated from vehicular traffic. The execution of the skywalk concept fell short of expectations in some cases, which combined with a renewed focus on directing pedestrian activity to the street level, has led to an incremental deconstruction of the system over the past 15 years. Of the segments that remain, the most well-used segment is that between the Metro station and Oak Street, as it provides an alternative to traversing Fort Myer Drive at street level. Skywalk connections into and over Gateway Park also remain, though the removal of the segment spanning eastbound Lee Highway was approved in 2012 as part of the Rosslyn Gateway site plan.

Walking environment

**CHALLENGE:** Streets and building edges designed around auto access are inhospitable to people, compromising the transit, walking and biking access critical to Rosslyn’s current and future success.

**OPPORTUNITY:** Reclaim excess roadway area for expanded sidewalks, landscape, bike facilities. Renovate/redevelop aging buildings with edges that engage adjacent sidewalks, parks and plazas.

Biking environment

**CHALLENGE:** Rosslyn’s unwelcoming streets break up an extensive system of bike lanes and regional off-street paths.

**OPPORTUNITY:** Create cycle tracks and other safe, inviting bike facilities in Rosslyn to complete a premier regional bike network.
TRANSIT
Public transit facilities include Metrorail’s Orange, Silver, and Blue lines managed and operated by the Washington Metropolitan Area Transit Authority (WMATA) that provide service to the Rosslyn Metrorail station. WMATA Metrobus, Arlington Transit (ART), and other public and private services provide bus transit facilities to many bus stops in the area. Recent changes and improvements to the Metrorail system have in some ways provided Rosslyn with better access to region, although transit facility and service challenges persist. The 2013 opening of a new entrance with three high speed elevators, 2014 inauguration of Silver Line service, and WMATA’s future plans to run more 8-car trains are some of the initiatives underway or completed. WMATA’s long range plans, beyond 2025, include the addition of a second Rosslyn Metro station. This potential second station would serve multiple intended purposes, such as relieving congestion and passenger crowding within the core, setting the stage for potential expansion of the Metrorail system across the Potomac Rover through Georgetown and points east, which would free up rail capacity, add frequency to the Blue Line, and provide Metro with additional operational flexibility (and associated potential cost savings).

PARKING
Rosslyn contains roughly 22,000 off-street parking spaces in privately controlled parking garages. Occupancy of the off-street parking varies by location, but several garages have capacities that exceed demand. New development projects, though built to lower parking ratios than past projects, still tend to include significant amounts of parking. Recently built and approved site plan projects in the RCRD, especially east of N. Oak Street, have often partly included above grade parking, due to sub-surface rock and the high costs associated with removing the rock to build more underground parking.

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.
MASTER TRANSPORTATION PLAN
The Master Transportation Plan reflects Rosslyn’s character as part of both the local and regional transportation network. Three Metrorail lines connect the District of Columbia to Northern Virginia. Interstate 66 is classified as a High Occupancy Incentive corridor, and the George Washington Memorial Parkway is classified as a Limited Access Route. The Custis Trail and Mount Vernon Trail both pass through edges of the RMSA. Meanwhile, N. Lynn Street, N. Fort Myer Drive, Clarendon Blvd, and N. Nash Street, N. Kent Street, and Wilson Boulevard are classified as Type B—Primarily Urban Mixed Use arterial roads. Wilson Blvd west of N. Fort Myer Drive is classified as a Type A—Primarily Retail Oriented Mixed-Use arterial road. These classifications are typical of Arlington’s mixed-use urban centers and reinforce their function as critical components of the Rosslyn’s public realm.

Additional details on the Rosslyn transportation network are located in the Appendix.

THE 2012 ROSSLYN MULTIMODAL STUDY
In 2012, the Arlington County Department of Environmental Services (DES) completed the “Rosslyn Multi-Modal Transportation Study” (RMTS) to better understand current conditions of and potential improvements to Rosslyn’s transportation network, and to offer specific policy recommendations for key multi-modal upgrades as the region and Rosslyn continues to grow. Many important findings and recommendations from the RMTS have been integrated into the Rosslyn Sector Plan and help to define the broader context for the Rosslyn Sector Plan Update Transportation chapter. Some of the key transportation recommendations from the RMTS that will be further discussed in the Transportation chapter include:

• Convert N. Fort Myer Drive, N. Lynn Street, and N. Kent Street to two-way streets.
• Remove the Fort Myer Drive underpass of Wilson Boulevard and create enhanced transit access along the street.
• Improve all Rosslyn streets to be “complete” urban streets with emphasis on walkability—meaning wider sidewalks, better wayfinding, additional plantings and public art on many streets.
• Provide new street segments to enhance the street grid and significantly improve vehicular circulation within Rosslyn by breaking up existing super blocks.
• Accommodate additional bus frequency, to add choices and help mitigate Metrorail capacity constraints.
• Add on-street bicycle facilities, with protection from moving vehicles where feasible, integrated with regional trail system routes.
• Minimize the number of new parking spaces built in Rosslyn, through reduced parking ratios and increased sharing of parking among uses and properties.
• Increase non-auto travel mode share through increased transportation demand management outreach to employers and travelers, enhanced non-driving options, and increased parking pricing at peak-periods.
The MTP reflects Rosslyn’s character as part of the local and regional transportation network.
Improved walking connections along and across streets, and increased populations of visitors and residents in Rosslyn, will enable people to enjoy events like this one in Gateway Park more regularly.
PLAN FRAMEWORK

The Plan Framework for the Rosslyn Sector Plan includes a Vision Statement, Vision Principles, and Goals and Policies addressing each of the four subject areas: Transportation; Parks and Open Space; Urban Design (including land use and sustainability); and Building Height and Form. The Rosslyn Plan Framework provides the foundation for the more detailed recommendations and strategies set forth in the balance of this chapter.

The Vision Statement is a single paragraph that generally conveys the community’s hopes for Rosslyn for the future, simply expressing the ideal conditions for the area. To support this, the Vision Principles were created to set forth six specific outcomes describing the type of place Rosslyn is to become from various perspectives. The Goals are action oriented statements that support the Vision and Vision Principles, and are used as organizing elements for the individual Policies. Finally, the Policies represent fundamental and overarching statements of intent setting the stage for more detailed recommendations to follow.

Vision Statement

The Rosslyn vision statement (see facing page) sets the tone for the entire Rosslyn Sector Plan. It emerged from a consensus process that debated what the future of Rosslyn should look like and describes the best possible outcome in order to inspire all further actions. The vision principles are primarily aspirational statements about the desired future characteristics of Rosslyn, to be supported by the policies and implementation strategies presented in the plan. The aforementioned items culminate into an Illustrative Concept Plan shown on page 69.
A BOLD VISION

THE ROSSLYN VISION STATEMENT

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

SIX VISION PRINCIPLES FOR ROSSLYN

1. Rosslyn will be a global destination with a dynamic skyline, unique vistas, and exceptional value.
2. Rosslyn will be accessible via exceptional transportation connections and choices.
3. Rosslyn will be a walkable neighborhood connecting people with community and choices.
4. Rosslyn will be a good neighbor to adjacent communities, making sensitive transitions of building form and offering complementary housing and service options.
5. Rosslyn will be an urban district that celebrates the experience of nature and recreation through its diverse network of public parks, open spaces, and tree-lined streets.
6. Rosslyn will be a dynamic place inspired by its diverse mix of people and activity.
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

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, and this Plan for Rosslyn will maximize opportunities to enjoy that experience. World-class architecture will enhance the experience of living and working in Rosslyn. Rosslyn’s built environment will offer varying building heights and forms, offering viewsheds to people walking down the street, in their conference rooms, and on their balconies. Finally, the economic value of such a location will translate into amenities for all to enjoy, stimulating 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.
Building heights limited where necessary to preserve prime public views

Gaps between buildings preserved for view and street connections

Green roofs and penthouse sculpting complement views

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

**Taking in the view of the nation’s monumental core from the observation deck**
The Rosslyn vision capitalizes on the growing momentum of regional transit improvements, the arrival of the Silver Line, plans for a second Metro station and even the potential for a streetcar connection to Georgetown. Today’s opportunities rival the best in the region, including the Orange and Blue Line Metro hub, three high-speed Metro elevators, extensive WMATA and ART bus routes, and local and intercity private bus services. Tomorrow’s choices will include Silver line connections to Dulles Airport and points west, and a second Rosslyn Metro Station including a position on a potential new “inner loop” of Metro stations providing direct access to points in D.C. that do not exist today, streetcar potential, and dedicated bike lanes and bike routes offering priority access to the regional trail system. Rosslyn residents and employees will have the freedom to be truly vehicle independent, thus releasing newfound potential to grow and transform as a downtown of the future.
Dispersed bus stops expand services, mitigate bus dominance on N. Moore Street.

East-west 18th Street Corridor expands contiguous retail opportunity across central Rosslyn.

New 18th Street public corridor enhances Metrorail and bus access from throughout the Rosslyn Metro Station Area.

Cycle tracks and Capital Bike Share stations safely and conveniently extend a regional bike network.

New station access points flank N. Fort Myer Drive as part of 18th Street public corridor and station platform expansion.

**DISCLAIMER:** This rendering is an artistic rendition of one way the sector plan vision and recommendations for this element can be achieved, for illustrative purposes only.

Rosslyn’s reimagined Metro Station as a hub of transportation choices and connections.
The new heart of Rosslyn—the 18th Street Corridor

Imagine a resident stepping out of her building lobby on a Saturday morning, newspaper in hand as she walks down the hill. The sun glints through the leaves overhead as a pleasant shadow is cast over the sidewalk, where several neighbors are seated on a bench enjoying their breakfast pastry. As she enters the coffee shop, the woman cannot decide if she should sit outdoors to read the paper or wait until after she has run her errands. She wants first dibs on the strawberries at the farmer’s market down the street. The grocery store next door is already bustling, and she remembers she needs to stop by on the way back to pick up several items for dinner that night. Once she hears the music from the plaza down the block, she decides to continue on. The paper can wait while she sees what there is to see on a Saturday morning in Rosslyn.

A public escalator like this Seattle example could ease the climb up Rosslyn’s hills.
Portions of the 18th Street Corridor are well-suited as a pedestrian street, including a variety of public gathering and activity spaces from the Metro station to terraced public steps. Activities in this public space should attract a broad variety of people to meet in the heart of Rosslyn.

A signalized, mid-block pedestrian crossing fostering safe passage across N. Fort Myer Drive

Terraced public seating celebrates views

New retail, dining and arts venues bring major pedestrian corridors to life

View and path connections to Theodore Roosevelt Island terminate the corridor

Tall buildings create space for 18th Street Corridor

Open-air Metro entrance extends active public plaza area from Central Place Plaza to N. Fort Myer Drive and Nash Street

Public escalator mitigates the climb to Rosslyn’s higher elevations

DISCLAIMER: THIS RENDERING IS AN ARTISTIC RENDITION OF ONE WAY THE SECTOR PLAN VISION AND RECOMMENDATIONS FOR THIS ELEMENT CAN BE ACHIEVED. FOR ILLUSTRATIVE PURPOSES ONLY.
Rosslyn—maturing as a great place to live in and near

Central Rosslyn will share a comfortable relationship with adjacent established neighborhoods. New buildings in the downtown core will respect the lower density residential communities nearby, through building massing and forms that provide gradual height transitions from the low-rise neighborhoods to the penthouse levels of new residential towers. Residential development will also increase. More people stimulate more investment in ground level retail, providing new destinations to meet every day needs. Design will also focus on the direction a building faces, opportunities to present narrow edges to adjacent neighborhoods, and generous sections of sky and sun. Adjacent communities will enjoy their proximity to an urban district with blended edges, preserving the quieter refuge of their neighborhoods yet providing convenient access to shopping, entertainment, and recreation opportunities that do not exist today.

ROSSLYN SECTOR PLAN

Building height and scale transitions to adjacent neighborhoods are important, as are creative ways of addressing topography changes.
Programmed public green spaces draw residents of central Rosslyn and adjacent neighborhoods together.

Taller buildings enable new ground level parks and walking connections.

Building form steps down toward context height.

Building orientation and spacing reserve access to sun and sky.

A potential transition between Colonial Terrace and new development in Central Rosslyn.

DISCLAIMER: THIS RENDERING IS AN ARTISTIC RENDITION OF ONE WAY THE SECTOR PLAN VISION AND RECOMMENDATIONS FOR THIS ELEMENT CAN BE ACHIEVED. FOR ILLUSTRATIVE PURPOSES ONLY.
It is a hot summer day, and Rosslyn’s riverfront is alive with activity. A woman steadies her canoe before disembarking at the Rosslyn boat house. She is looking forward to the cooling breeze during her short bike ride up to the Esplanade where her friends are meeting her for lunch. From the restaurant terrace, they will contemplate whether to head over to Gateway Park to ensure good seats for the concert that afternoon or just stay and enjoy the view. It is a tough decision. People-watching from the Esplanade is a premier activity. There is an endless stream of cyclists, joggers, and walkers on the Arlington Ridge bike path. And the plaza area provides safe refuge for the youngest set who still rely on training wheels. So much to do on the Rosslyn riverfront and so little time.

Rosslyn—reconnecting with the River

Trees, like these along Chicago’s Michigan Avenue, should create a welcoming setting for walking along Rosslyn’s streets, large or small.

A bridge like this one in Chicago’s Millennium Park could eliminate the barrier highways now pose between Rosslyn and the Potomac.

A public boathouse in Rosslyn would significantly expand recreation opportunities for the community and support Arlington Public Schools by providing access to the Potomac River.
Upper level view points for building occupants to survey the National Mall

Performances, sports, festivals and other destination activities draw people from near and far

Premier housing, workplace and hotel addresses support quality retail and public spaces

Promenade and recreation path linking Rosslyn with the broader regional landscape

New connections quickly access Potomac River boating and Theodore Roosevelt Island

An expanded street grid for walking, driving and biking makes Rosslyn more active and accessible

DISCLAIMER: THIS RENDERING IS AN ARTISTIC RENDITION OF ONE WAY THE SECTOR PLAN VISION AND RECOMMENDATIONS FOR THIS ELEMENT CAN BE ACHIEVED. FOR ILLUSTRATIVE PURPOSES ONLY.
Rosslyn will be a dynamic place inspired by its diverse mix of people and activity.

> A place to live, work and play that engages its daytime and nighttime populations

> An 18 hour a day destination for restaurants, shopping, and culture

> A place to go to, not just through

Rosslyn as a place of urban amenities

Rosslyn will generate all the excitement that an urban destination can offer. Rosslyn residents, workers, and visitors will want to remain in Rosslyn at the end of their day. Restaurants will offer a wide range of dining choices, outdoor plazas for people-watching, parks in which to play, and cafés in which to drink coffee with a friend. The 18th Street Corridor will be unique in the region, offering the opportunity to enjoy the street activity in a protected pedestrian environment. All of these amenities will be within steps to destinations such as the most active Metro hub in the County and an Esplanade that better connects central Rosslyn to the region. The corridor will be part of a street network connecting to the region. Fort Myer Drive and N. Lynn Streets (once spaces to be navigated on the way to somewhere else), will be transformed into places to shop and dine. Rosslyn will come into its own as a bookend on the County’s Metro corridor, representing another place where Arlington’s rapidly diversifying population will spend time enjoying leisure.
Envisioning a revitalized Freedom Park better integrated into Rosslyn’s fabric

- North Ft. Myer Drive tunnel removed at Wilson to enhance walkability of both streets
- Green walls and infill retail enhance blank building edges
- Destination programming draws a variety of people
- Freedom Park expands west across underutilized street area to add usable space, views, and easy accessibility from Clarendon Blvd.
- Marked promenade links Freedom Park with a network of green streets around Rosslyn

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

The following goals and policies guide the realization of the Rosslyn vision. These form the foundation for the detailed recommendations found in Chapter 3. The policies are repeated on later pages of this document next to the recommendations that help advance them.

TRANSPORTATION

Transportation Goal #1: Transform Rosslyn's street system into an enhanced grid network of complete streets.

POLICIES

T1 Create a block structure for Rosslyn that offers improved walkability, access, and circulation, consistent with Master Transportation Plan policies, by strategically adding new streets (including those that are pedestrian-only).

T2 Extend 18th Street N. as a welcoming public way and series of public spaces adding connections among Rosslyn's higher elevations, Metro station, regional streets and the Potomac River.

T3 Transform N. Fort Myer Drive and N. Lynn Street into places bringing the Rosslyn community and region together around retail, arts, welcoming public spaces, and expanded transit and walking connections, including removal of the Fort Myer Drive tunnel and two-way traffic conversion, contingent upon adequate feasibility studies, monitoring, and mitigation of any potential adverse impacts.

T4 Reorient N. Moore Street building access to a primarily pedestrian focus by enhancing the street's pedestrian character, adding storefront retail and lobby entrances, and improving its connectivity to Gateway Park, Central Place Plaza, and the emerging 18th Street Corridor.

Transportation Goal #2: Enhance transit facilities, operations and connections serving Rosslyn, and make it one of the premier transit hubs in the region.

POLICIES

T5 Lay the groundwork for needed expansion of rail services in Rosslyn by working with WMATA and the region on emerging plans for a future second Rosslyn Metro Station as set forth in Momentum: Strategic Plan 2013-2025.

T6 Improve upon regional and local bus service in the Rosslyn core. As part of this effort, seek to expand the number and location of Washington Metropolitan Area Transit Authority (WMATA) and Arlington Transit (ART) bus stops, while conducting future study of dispersing locations to better balance the needs of all streets, facilitate efficient bus routing, and align with the destination or Metro-transfer aspect of routes served while maintaining popular bus-to-bus transfer connections.
Transportation Goal #3: Transform the pedestrian and bicycle network into a safer, more attractive and more accessible place to walk and bike.

POLICIES

T7 Improve the walking experience with wider sidewalks, new walkway connections, strategies to reduce topographic barriers, safer street crossings and enhancement of streetscape aesthetics.

T8 Maintain the portion of the Rosslyn skywalk that extends west from Metro towards the North Rosslyn neighborhood until such time as a newly created, safe and direct 18th Street connection can accommodate similar travel patterns with a high quality, ground level experience.

T9 Expand and enhance the system of bike facilities in and around Rosslyn, including the addition of protected bike lanes/cycle tracks, new connections to surrounding federal parkland and regional destinations, and exploration of a centralized bicycle parking facility.

T10 Improve the safety and efficiency of the intersection of N. Lynn Street, Lee Highway and the Custis Trail to clearly separate transportation modes and provide safe routes for pedestrians and cyclists to access Rosslyn, Georgetown, the Mount Vernon Trail via Roosevelt Island and North Arlington via the Custis Trail.

Transportation Goal #4: Coordinate and manage the most effective and efficient performance of Rosslyn’s transportation network to support the area’s future growth.

POLICIES

T11 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, concurrent with a reduction in single occupant vehicle trips. Continue to explore the possibility of coordinating with regional transportation agencies to route commuter traffic around the center of Rosslyn.

T12 Apply innovative parking and transportation demand management strategies befitting Rosslyn’s density and uses, such as a greater sharing of parking, improved wayfinding for public parking, and transportation demand management agreements with future projects that further reduce need for new parking facilities.
PUBLIC PARKS AND OPEN SPACE

Public Parks and Open Space Goal #1: Achieve connectivity among a diverse network of public parks and open spaces that also engage the Potomac waterfront.

POLICIES

P1 Achieve an Esplanade for Rosslyn as a signature urban greenway that offers new and direct connections to existing regional open spaces, as well as destination activities, and offers views of the surrounding landscape.

P2 Create new linear connecting public open spaces, including the 18th Street public way from N. Quinn Street to the Esplanade, and others classified and depicted in Map 3.13: “Public Parks and Open Space”.

P3 Enhance Freedom Park with greatly improved access, programming and edge conditions, while extending the park deeper into the fabric of Rosslyn.

Public Parks and Open Space Goal #2: Revitalize the existing parks and open space system to provide active outdoor recreational opportunities and amenities for all ages and lifestyles throughout the network.

POLICIES

P4 Re-design existing parks and plazas, as well as design and create new parks and plazas and program them with a lively and diverse mix of activities such as structured and informal recreation, children’s play, community gardens and community canine areas. Community participation involving neighborhood and business groups will guide the realization of this network of bold, visible public spaces.

P5 Complete a new master plan for Gateway Park that calls for removing the existing superstructure and achieving a public park with the flexibility to accommodate a variety of park uses that enhance the overall park experience for Rosslyn’s growing population while providing an urban aesthetic that identifies this as a prominent gateway.

P6 Embrace the future establishment of two prominent, neighborhood-serving parks as western and eastern bookends of the extended 18th Street Corridor, through future planning efforts to address the West Rosslyn area and the Rosslyn Plaza area, respectively.
P7 Establish a boathouse facility adjacent to the Key Bridge and actively work with the National Park Service to identify implementation steps for its construction.

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

Public Parks and Open Space Goal #3: Provide opportunities for informal congregation, reflection, and meditation throughout Rosslyn’s parks and open space system.

POLICIES

P9 Provide and enhance areas for the reflective, restful and passive leisure elements of public parks and open spaces in Rosslyn throughout the streetscape and path network, and strategically in new or existing open spaces such as the Esplanade, 18th Street Corridor, Freedom Park, and Dark Star Park.

BUILDING HEIGHT AND FORM

Building Height and Form Goal #1: Establish a new overarching building heights policy and regulatory framework for Rosslyn to create and ensure better public streets, open spaces, priority view corridors, and architecture.

POLICIES

B1 Develop a new building heights policy and regulatory framework for Central Rosslyn that incorporates varied building heights across the district and advances the following principles more effectively than the current general taper policy:

- B1.a: Recognize distinct priority transition and special context zones and apply form and massing strategies (such as lowered building heights, open spaces, and building stepbacks/sculpting) that ensure compatibility with and respect these sensitive edge conditions, as identified in Map 3.16: “Building Heights”.
- B1.b: Manage building heights to maximize all view corridors from the observation deck with special attention to protect and enhance high-priority public observation deck view corridors (as depicted in Map 3.16: “Building Heights”), promote good views from, and daylight access to, private buildings, and still achieve appropriate and sensitive transitions between the RCRD and surrounding areas.
- B1.c: Protect and enhance high-priority ground level view corridors
- B1.d: Develop strategies to balance sun and shade opportunities benefitting building occupants and users of parks and open spaces.
- B1.e: Leverage opportunities presented by the form of new development in Rosslyn to create great open spaces.
in the public realm and additional ground level circulation.

- **B1.f:** Provide for building floor plate sizes, proportions, and configurations that will yield marketable buildings and provide flexibility for multiple use options.

**B2** Make Rosslyn’s architecture more distinctive and better oriented to people by encouraging more varied facades and massing across a range of scales throughout the RCRD, and adding distinction to building tops and the overall Rosslyn skyline.

**B3** Clearly identify, prioritize, and link public improvements needed to advance and implement the vision of this Sector Plan to the attainment of increased site plan density above 3.8 or 4.8 FAR, and corresponding building heights.

### URBAN DESIGN, LAND USE AND SUSTAINABILITY

**Urban Design, Land Use and Sustainability Goal #1:** Foster a balanced mix of land uses and a high-density development pattern to support a variety of people and activities.

**POLICIES**

**U1** 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 land use depictions depicted in Map 3.3: “General Land Use Plan”.

**U2** Focus the retail program in Rosslyn on achieving urban retail destinations and identify zones appropriate for a variety of non-retail ground floor uses that can activate the street while maintaining flexibility for potential future conversion to retail with market support, as shown in Map 3.2: “Ground Level Uses”.

**U3** Increase significantly the amount of housing in the Rosslyn Coordinated Redevelopment District and develop strategies to increase affordable housing and the diversity (of the residential community) in Rosslyn.

**Urban Design, Land Use, and Sustainability Goal #2:** Shape Rosslyn’s physical environment with an emphasis on walkability and the public realm.

**POLICIES**

**U4** Ensure that architecture and building design contribute to a physical environment that respects the human scale.
U5 Design buildings to sensitively transition from the Rosslyn Coordinated Redevelopment District to surrounding lower density residential areas.

U6 Improve streetscapes in Rosslyn with adequate space, furnishings, public art, sidewalk cafés, and other programming and design to provide the infrastructure needed to welcome and amplify the area’s increasing levels of pedestrian activity.

U7 Use an urban design approach that is consistent with the County’s planning goals and enhances Rosslyn’s unique neighborhood identity.

Urban Design, Land Use, and Sustainability Goal #3: Maximize environmental sustainability and energy efficiency.

POLICIES

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

U9 Uphold the County’s highest and best environmental sustainability standards for all development and infrastructure projects.

U10 Assess options to improve Rosslyn’s environmental commitment and economic competitiveness consistent with County Community Energy Plan goals, including an evaluation of district energy feasibility as well as potential improvements in energy efficiency, energy supply and reliability to reduce energy cost and volatility.

U11 Establish and work towards achieving an aggressive goal for future tree canopy coverage in Rosslyn to reduce urban heat island effect, improve air quality, provide human scale, and bring nature into the city environment.
Illustrative Concept Plan

The Illustrative Concept Plan shows a potential future vision for the RCRD consistent with the vision and recommendations of the Rosslyn Sector Plan. Its main purpose is to provide a graphic representation of the key features and overall spirit of the Rosslyn Sector Plan. It highlights most significant improvements to the public realm and its relationship to future redevelopment. The illustration depicts only one way that private property might redevelop within this context, consistent with the sector plan’s recommendations for building height and form, public open space and the transportation network. Applicants should gain from this plan a clear understanding of the community’s general expectations for future development proposals. It should be expected that future developments will likely vary from the illustrative concept. Evaluation of future projects should focus primarily on whether the development proposals meet the goals and intent of the plan, and not on whether they are fully consistent with every depiction expressed in the plan. The Illustrative Concept Plan in combination with the policies, diagrams, tables, guidelines, images and descriptions in the following sections constitute the Rosslyn Master Plan.

KEY HIGHLIGHTS

The following list highlights transformative elements and features depicted in the Illustrative Concept Plan. Letter labels on the Illustrative Concept Plan correspond to descriptions below:

A Two-Way Streets—N. Fort Myer Drive, N. Lynn Street, and N. Kent Street will be converted from one-way to two-way operation. This will also include removing the N. Fort Myer Drive underpass of Wilson Boulevard.

B 18th Street Extension—The 18th Street Corridor will extend east from N. Quinn Street to Arlington Ridge Road. This will include exclusive pedestrian/bicycle access between N. Oak and N. Lynn Streets due to significant topography, while vehicular access will also be provided on the segments east of N. Lynn Street.

C Rosslyn Metro Station Improvements—The existing Metro station entrance will be replaced with an open plaza under a glazed canopy, opening up fully to N. Fort Myer Drive and N. Moore Street. Continued coordination with WMATA will be undertaken towards achieving the second Rosslyn Metro Station that is proposed in WMATA’s Momentum Plan.

D New Pedestrian/Bicycle Bridge Crossing Interstate 66 and George Washington Memorial Parkway—a pedestrian/bicycle bridge over Interstate 66 and the George Washington Memorial Parkway will extend from the Esplanade at 18th Street to the Mount Vernon Trail near Theodore Roosevelt Island.
The Illustrative Concept Plan depicts enhanced access and mobility options, new and improved public spaces, and a deliberate approach to building form and massing to protect priority view corridors. Two possible configurations for Rosslyn Plaza Park are shown. 

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**Gateway Park**—Gateway Park will be comprehensively revitalized to remove existing ramp structures, improve connections to adjacent areas, provide multipurpose courts and a children’s playground areas, as well as a more expansive, flexible-use lawn space with adjoining seating areas, places for food kiosks, and stations for bicyclists and joggers.

**Freedom Park**—Freedom Park will also be revitalized and expanded deeper into Rosslyn’s urban fabric, as a more accessible and prominent linear park hosting a range of activities occurring in informal zones for flexible programming, small-scale recreation spaces, and cafés and other outdoor dining opportunities integrated with adjacent buildings.

**18th Street Corridor of Plazas and Parks**—The 18th Street Corridor will feature a host of new public spaces, bookended by key spaces as part of the WRAPS area to the west and Rosslyn Plaza to the east. Surrounded by a high intensity of people and development, these spaces will collectively form a dynamic and memorable promenade weaving through the heart of Rosslyn, and could include features such as public art, festivals, chess tables, outdoor dining, and small recreation courts. A significant and iconic pedestrian bridge will link the Esplanade to the riverfront near Roosevelt Island.

**Rosslyn Plaza Park**—Located in Rosslyn’s east end, this large public space would provide a significant gathering space for day and nighttime use capable of accommodating large events as well as active recreation and daily uses, such as volleyball, half-court basketball and children’s play.

**Esplanade**—The Esplanade will be a landscaped, multi-use pathway along the RCRD edge overlooking the Potomac River landscape, extending from Gateway Park to River Place and ultimately to the Marine Corps War Memorial.

**Observation Deck**—the public Observation Deck, located in the Central Place office tower in the center of Rosslyn, will offer unique, high priority public views of the Monumental Core, Arlington Cemetery, the Potomac River Gorge, Georgetown, Francis Scott Key Bridge and the National Cathedral.

In addition to the key highlights included on the Illustrative Concept Plan, there are a number of other transformative recommendations that do not lend themselves to plan view. These include the following:

- **Peaks and Valleys**—This new approach to building heights and form will create a dynamic skyline, protect priority view corridors from the Central Place public observation deck, support good view opportunities from the top floors of all buildings, allow ample light and air between buildings, and ensure sensitive transitions to neighboring communities. (See image on pages 48–49 as an example)

- **Streets for People**—The plan looks to shift the balance of Rosslyn’s streets from vehicles to people, with wider sidewalks and an extensive bicycle network (See image on page 55 as an example)

- **A Diverse, Lively Neighborhood**— The plan supports a substantial increase in the amount of residential development in the RCRD, contributing towards a more diverse and lively neighborhood and helping it to remain active throughout the day.
The recommendations that follow in this Chapter further expand upon the key highlights and necessary steps to achieve the Rosslyn vision.

The recently completed 1812 North Moore building with its pyramidal top, and the curved tops of the Central Place buildings seen flanking it in this conceptual rendering, have begun to enhance Rosslyn’s skyline with a greater variety of height and building shape, texture and color. This plan’s building form policies are designed to evolve the skyline further with “peaks and valleys” that enhance visual interest and identity from afar, while enhancing Rosslyn’s spaces and real estate value with spectacular views of its surroundings.
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.

Green infrastructure like this stormwater planter serves double-duty as streetscape beautification and natural stormwater management.
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 60 of the County Code), Community Energy Plan). Given the recent adoption of the Community Energy Plan element of the County’s Comprehensive Plan, the 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.

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 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.

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

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**Recommendations**

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**KEY RELATED POLICIES**

- **U8** | Leverage Rosslyn’s compact development pattern, mix of uses, and strong transit orientation to reduce the district’s ecological footprint.
- **U1** | 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 land use depictions depicted in Map 3.2.
- **T11** | 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, concurrent with a reduction in single occupant vehicle trips. Continue to explore the possibility of coordinating with regional transportation agencies to route commuter traffic around the center of Rosslyn.
- **U11** | Establish and work towards achieving an aggressive goal for future tree canopy coverage in Rosslyn to reduce urban heat island effect, improve air quality, provide human scale, and bring nature into the city environment.
• Significantly expand tree canopy cover towards a goal of 15% coverage, especially to improve human comfort in public spaces and parks, and use tree pit systems to manage stormwater.

• Maintain farmer’s market offerings in Rosslyn to minimize environmental impacts associated with transporting food over long distances and increase direct access to fresh food.

• Conduct an energy demand assessment to determine how any proposed buildings relate to benchmark energy efficiency standards.

• Promote purchase of sustainable energy through local power companies.

SITE AND BUILDING CONSTRUCTION RECOMMENDATIONS

• Encourage owners of new and existing buildings to increase the energy and operational efficiency of all buildings.

• Encourage the best available technology at the time development occurs for green infrastructure and low impact development.

• Apply transportation demand management (TDM) tools to encourage greater use by residents, employees and visitors of transportation modes other than autos.

• Include retrofits of redevelopment projects to the best available pollution control technology.

• Encourage building and site deconstruction strategies and programs that minimize waste and maximize building and materials reuse.

• Encourage continued/adaptive use of existing buildings where a practical and economically viable alternative to redevelopment, to save energy through the avoidance of new materials (and their transportation) and building demolition and its associated energy and disposal challenges.

• Comply with regulatory stormwater requirements and include innovative stormwater strategies such as green roofs, green walls, rain water harvesting, and/or stormwater planters, pervious paving, infiltration tree pits, rain gardens, bioretention swales, and green roofs.

• Encourage the integration of rainwater harvesting systems into the design and construction of public open spaces.

• Maximize use of native, drought tolerant plant and tree species.

• Maintain good indoor air quality through the use of zero emission or low off-gassing adhesives, paints and other materials.

• Promote use of non-carbon energy production at each building.

• Use Energy Star rated and Water Sense fixtures, equipment and appliances to minimize energy and water use.

• Maximize natural day-lighting in all buildings.

• Utilize the most advanced water conservation technologies for interior (toilets, faucets, etc.) and exterior (irrigation, water features, etc.) applications available at the time of construction or redevelopment.

• For County facilities, comply with the Policy for Integrated Facility Sustainability at a minimum and evaluate Net Zero Energy certification or Living Building certification.

KEY RELATED POLICIES

U9 Uphold the County’s highest and best environmental sustainability standards for all development and infrastructure projects.
• Encourage high performance “green” private development with the Green Building Incentive Policy for Site Plan Projects.
• Identify opportunities to use renewable energy, e.g., solar photovoltaics (PV).

**DISTRICT ENERGY RECOMMENDATIONS**

• Conduct District Energy Feasibility Study for Rosslyn. Arlington County’s Community Energy Plan (CEP) calls for implementation of district energy and cogeneration systems in relatively high energy use intensity areas to help reduce energy demand and associated carbon emissions. The CEP appropriately targets Rosslyn for potential district energy infrastructure because its dense, mixed-use, transit-oriented development pattern is particularly well suited to district energy feasibility. District energy systems efficiently distribute heat from buildings that tend to require more cooling—such as office buildings—to buildings that tend to require more heating—such as residential and hotel buildings. Feasibility and benefits increase to the extent that there is a mix of housing/hotel and office use, and a compact placement of these uses so that energy transfer piping can be installed at relatively little expense.

If deemed feasible through future study, additional consideration related to district energy should be given to the following as part of future exploratory and planning efforts:

> Pursue Combined Heat and Power (CHP), or cogeneration, as a related strategy that produces electrical power as well as heating and cooling in a single unit, providing power to critical infrastructure needs in case the electrical grid goes down. Integrating CHP with a district energy system can increase a building’s energy efficiency from 35% to over 80%. It also can enhance resilience as an independent unit not dependent on regional energy systems. The CEP seeks to determine the feasibility of a cogeneration plant capable of providing district-scale services in Rosslyn, as one of the county’s most appropriate locations.

> Manage private development and public rights of way to help achieve these goals, by:

(a) Encouraging one or more development projects to incorporate a cogeneration facility. Such a facility requires approximately 30,000 square feet (which may be divided on two levels) as well as an exhaust vent, preferably integrated into a building, that rises higher than surrounding buildings.

(b) Encouraging new development projects to include provisions for connecting their heating, cooling and power systems to district energy infrastructure.

(c) Reserving right of way for underground district energy infrastructure (piping and cables) below streets, and integrate construction of this with other utility or street construction projects. Where new public rights of way are created through development, retain opportunity for district energy infrastructure. Further guidance on right of way needs and utility specifications should be provided through the district energy feasibility study.

**KEY RELATED POLICIES**

U10 | Assess options to improve Rosslyn’s environmental commitment and economic competitiveness consistent with County Community Energy Plan goals, including an evaluation of district energy feasibility as well as potential improvements in energy efficiency, energy supply and reliability to reduce energy cost and volatility.

Conceptual layout of a district energy system (source: International District Energy Association)
In the future, the RCRD will be a dynamic place inspired by its diverse mix of people and activity, where people are drawn to live, do business, and spend their leisure hours. Through this plan, it will evolve into more of an 18 hour a day destination, with improved offerings for dining, shopping, and culture. It will become an even more prominent destination, known not just as a major employment center, but also as a thriving up and coming residential neighborhood. This section of the Master Plan provides strategic guidance to achieve the land use vision for Rosslyn.

Future land use mix in the RCRD will be guided over time to establish greater balance between commercial and residential uses and activities. While this area will maintain a majority of building space allocated to commercial office uses, infusing a critical mass of new housing into the district can support some of the area’s transformation as envisioned in this plan. Where opportunities exist, achieving more affordable residential units in and/or near the RCRD can help to ensure that the diversity of Rosslyn’s population is not removed with new buildings replacing some of the limited existing older building stock through redevelopment. At the ground level, the plan includes a focus on prioritizing traditional (shopping/dining) retail where most critical and feasible, while identifying locations where other types of commerce or activating uses may appropriately meet plan goals.

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.

The Sedona is one of several recently built or planned residential properties in the RMSA.
Recommendations

USE MIX

The future land use mix targets a diverse mix of workplaces, housing, retail, and visitor destinations which will help Rosslyn become an even more attractive urban place. Future development in the RCRD will continue to add new Class A office space, add new modern housing units, help modernize the inventory of hotel rooms and conference facilities, and expand the range and diversity of retail offerings. While this collectively will give the RCRD a significant residential component that has begun to emerge, this will only make Rosslyn an even more competitive location for office and hotel development. Key objectives and strategies are described below for each land use type.

Additional Housing

Today there are only four buildings in the RCRD that include residential units, housing just a small percentage of the residents in the area. Adding significantly more housing to the RCRD would bring many benefits. More residents living in the RCRD would support expanded shopping and dining choices and would increase neighborhood activity on weeknights and weekends. More housing would better balance demands on the transportation network, especially during peak periods. It could also help to increase income diversity, improve sustainability, and create more variety in building form and character. It will also help attract more skilled workers, thereby enhancing Rosslyn’s attraction as an employment center.

CHART 3.1 | POTENTIAL FUTURE LAND USE MIX SCENARIO AT ULTIMATE BUILD OUT

Increasing the share of housing in the RCRD’s land use mix will make Rosslyn more vibrant and economically competitive. Future shares of housing, office and hotel development were derived from modeling of sample development scenarios. Retail share is assumed to total 3-4% of new development, consistent with its existing share.
Several site plans already approved or under construction will add nearly 800 net new housing units to the RCRD in the near future. To achieve the benefits described above, this plan supports a substantial increase in the amount of residential development in the RCRD. While commercial office is still expected to be the predominate use, adding significantly more housing would go a long way towards making Rosslyn a more diverse and lively community, helping it to remain active well beyond the end of business hours. For both timeframes of the sector plan horizon and full buildout, this plan establishes the following goals related to use mix for the RCRD:

- Residential gross floor area should meet or exceed 30 percent of all gross floor area;
- Add 2,500 to 3,000 new housing units by the plan horizon of around 2040, and 5,000 new housing units at ultimate buildout (beyond existing site plan approvals). 5,000 new housing units could translate to a population gain of roughly 7,000 to 8,000 people, assuming 1.4 to 1.6 residents per household.
- An evening population of at least 25 percent of Rosslyn’s daytime population.

To help achieve these target goals, this plan includes the following recommendations:

- For site plans with two or more building towers, at least one should be developed primarily with housing; and
- For site plans with four or more building towers, at least two should be development primarily with housing.

As with housing growth anywhere in the County, a growing population will likely place increased demands on array of community services, although the exact demands will vary according to the type, location, and cost of housing, among other factors. For example, current data indicate that Arlington Public Schools student generation rates are much higher for single-family detached homes than for condominium elevator buildings in central Rosslyn. Nevertheless, this plan recommends that continued monitoring and coordinated planning is undertaken for future public service and facility needs in Rosslyn.

### Affordable Housing

Existing demographics across the entire RMSA reflect a broad range of income levels. Maintaining an inventory of housing at a range of price points in and around Rosslyn is an important goal of this plan, given the range of benefits associated with having a diverse community. Working to maintain a range of housing price points gives more workers the choice to live near jobs in
the RCRD and also benefit from Rosslyn’s regional accessibility. A variety of housing cost choices also can speed absorption of units, enhancing development feasibility across the area.

Currently there are 500 committed affordable units (CAFs)\(^1\) existing or under construction in the RMSA, yet all are outside of the RCRD. Of these CAFs, 107 were contributed in three site plan projects as a result of planning and zoning tools. The remaining 393 CAFs are located in five apartment complexes owned by non-profit affordable housing providers.

According to the Arlington County Annual Rent Survey data for 2014, there were approximately 800 existing market rate affordable units (MARKs) affordable up to 80% AMI\(^2\) within the RMSA, all of which are outside of the RCRD. Of this, approximately 130 are affordable up to 60% AMI. The majority of these MARKs are within older garden-style apartment buildings with less than 50 units each.

Market rate housing that gets built in the RCRD is expensive due to high land and construction costs that are consistent with the demand for Rosslyn’s location and the premium views. While future development in Rosslyn should contribute to increasing the inventory of affordable housing units in Arlington, there may be advantages to leveraging affordable housing contributions within the RCRD to preserve existing MARKs or create new CAF units in Rosslyn but outside of the RCRD.

While non-profit housing providers likely cannot afford to purchase new land in the RCRD, their most effective tool for expanding CAFs in the RMSA has been through redevelopment of their existing complexes at higher densities. This tool has created more than a hundred net new CAFs in the RMSA in two projects and could yield significantly more new CAFs through future redevelopment of other non-profit-owned sites. One site, for example, is within the Western Rosslyn Area Plan study area and when redeveloped, will yield up to 6 times the existing number of CAFs, pending approval of the WRAPS Plan.

This sector plan supports the expansion of affordable and workforce housing within the RMSA and possibly inside the RCRD, to the extent feasible. Given the aforementioned high land costs in the RCRD, a dollar will go further in preserving or creating affordable housing on non-profit-owned land elsewhere in the RMSA or County.

To help achieve the desire of more affordable housing, both within the RMSA and Countywide, with a preference for affordable units within the RMSA, this plan includes the following recommendation:

- **Direct up to 30% of the value of community benefits contributed by RCRD site plan projects towards affordable housing.** This value would be evaluated on a site plan basis to determine the best use (e.g. an on-site unit program or a cash contribution). A cash contribution should be prioritized, to the extent feasible, for additional CAF units in the RMSA.

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1. These committed affordable units serve households earning up to 60% of the area median income (AMI). In 2015, a household of four earning $65,520 equated to 60% of the AMI.
2. In 2015, a household of four earning $87,360 equated to 80% of the AMI.
Commercial Office
Rosslyn has historically been one of the County’s primary commercial office districts, and the this plan’s recommendations support its continued role as one of the region’s most important office and employment centers. While this plan embraces the 1992 Addendum goal of establishing a critical mass of housing in the RCRD, its vision also includes the continued transformation of Rosslyn’s office stock primarily from older Class B and C buildings to Class A office buildings that can be attractive in the regional marketplace.

Hotel
Rosslyn’s close-in location and exceptional access to landmarks and other cultural attractions has also made the RCRD an attractive place for the development of hotels over the past several decades. This plan envisions and encourages continued hotel development in the RCRD as part of site plan redevelopment projects. Maintaining the presence of several major hotels in central Rosslyn will add to the overall vibrancy, mix, and sustainability of Rosslyn as a whole. Hotel structures may be standalone or incorporated into vertical mixed-use towers with other residential or office uses, and will be well positioned to take advantage of Rosslyn’s great access to the regional transportation network, especially Metrorail and bus services, as well as Rosslyn’s walkability and proximity to many surrounding landmarks and destinations.

Retail
Currently, the RCRD has limited amounts of retail and that which exists is largely dispersed and targeted primarily to the needs of daytime office workers. The limited residential population living in close proximity to the retail located in the RCRD, coupled with the hidden internal locations of some retail spaces, makes it challenging for many retailers to survive with few night and weekend shoppers and diners. Nevertheless, over the past few years, Rosslyn has seen an expansion of new retailers in ground floor building space, especially in the RCRD. This plan’s goals of adding a critical mass of new housing in the RCRD over time seeks to continue this momentum to realize greatly expanded retail choices.

This plan designates specific street frontages where new development should include various types of retail or other active uses. It anticipates greater retail demand and an improved quality of these streets as choice retail locations for pedestrian-oriented shopping. Adding more successful, attractive retail destinations will play an important role toward achieving the vision of a vibrant and diverse community and a sustainable urban district. More retail choices will provide an attractive amenity for businesses, residents, and visitors. Active retail like coffee shops will become increasingly important “third places” for the community, places that bring people together and create opportunities for casual interaction—a quality desired by Rosslyn’s business community as well as its residents. And the presence of more active sidewalk-level uses will add to the vibrancy of the RCRD and improve the actual and perceived sense of safety.

The Ground Level Uses Map (Map 3.2) demonstrates the ground floor use strategy for Rosslyn, with a particular emphasis on retail uses. The plan recommends encouraging the strongest concentrations of retail uses on N. Lynn Street and N. Oak Street (shown in red) in order to support these important and growing retail nodes. Increasing flexibility in the types of ground floor uses are recommended on gold, blue and green frontages. Chart 3.2 outlines the recommended use types for each of the color

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**KEY RELATED POLICIES**

U2 Focus the retail program in Rosslyn on achieving urban retail destinations and identify zones appropriate for a variety of non-retail ground floor uses that can activate the street while maintaining flexibility for potential future conversion to retail with market support, as shown in Map 3.2.
Active ground floor uses are required or encouraged on various streets throughout Rosslyn to enhance walkability and access to services. Different ground floor use designations reflect unique characteristics of different streets including extent of pedestrian and vehicle traffic, street scale and design, upper floor use mix, and topography, and are defined further in the Arlington County Retail Plan.
designations. The use descriptions are reflected of those in the emerging Arlington County Retail Plan (ACRP). In addition to the guidance of the Rosslyn Sector Plan, the adopted guidance of ACRP should also be utilized when evaluating ground floor uses in Rosslyn. In the Building Form and Height Guidelines (page 152), recommended ground floor design guidelines are provided for each of the frontage types described above.

### STREET ACTIVATION THROUGH NON-RETAIL USES

While active retail is desired and appropriate in many locations, there is a finite amount of market demand for retail and not every street is a marketable retail location. Active non-retail uses that benefit from convenient access and visibility (like child care or live-work space) are useful to create safe, inviting sidewalks along streets that cannot support or are not appropriate locations for retail uses. These types of uses provide ‘eyes on the street’ to enhance the sense of safety for pedestrians. Residential uses with entries to individual ground floor units can also work well where the street provides a comfortable, attractive address.

### GENERAL LAND USE PLAN

The General Land Use Plan (GLUP) is part of the County’s Comprehensive Plan which serves as the primary policy guide for future development. On the GLUP map, land within the RCRD is designated primarily as “High” Office-Apartment-Hotel, with a few sites designated as “High” Residential. Additionally, the locations of Central Place Plaza (under construction) and Dark Star Park are areas within the RCRD designated as “Public”. The recommended land uses and use mix in this plan are generally supported by these current designations and do not require significant modifications at this time.

The GLUP map also uses a triangle symbol to depict the general locations for open space throughout the County. Following the adoption of this plan, the GLUP should be amended to add symbols on the location of the pertinent recommended public open spaces.

In addition to the map, the GLUP also includes a booklet that provides additional detail on various planning areas and special districts located in the County. A narrative on the RCRD is included in the GLUP booklet, in which it describes the background, purpose, development parameters, and general goals for this special district. Following the adoption of this plan, the GLUP booklet should also be amended to revise and update the language associated with the description of the RCRD as appropriate.

The following are the primary GLUP recommendations for Rosslyn:

- Update the GLUP Map to add symbols of the locations of pertinent recommended public open spaces; and

<table>
<thead>
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<th>Color designation</th>
<th>RETAIL SALES</th>
<th>FOOD ESTABLISHMENTS</th>
<th>ENTERTAINMENT ESTABLISHMENTS</th>
<th>RETAIL SERVICES &amp; REPAIR</th>
<th>RETAIL EQUIVALENTS</th>
<th>ALL USES PERMITTED BY THE ZONING ORDINANCE</th>
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<tr>
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The uses included are provided as guidance. Other uses as permitted in the Zoning Ordinance may be approved, on a case-by-case basis, by the County Board.
Amend RCRD (#15) to remove area within WRAPS.

The RCRD (#15) is comprised almost entirely of the “High” Office-Apartment-Hotel and the “High” Residential land use designations.
• Amend the GLUP booklet text pertaining to the RCRD to update the language reflecting the vision and overall parameters of this special district.

• Amend the boundary of the western limits of the RCRD to reflect the emerging recommendations resulting from the WRAPS area plan.

POTENTIAL FOR AIR RIGHTS DEVELOPMENT

Background

In summer 2013, Virginia’s Office of Public Private Partnerships (P3) released a Request for Information (RFI) involving potential air rights development over Interstate 66 in Rosslyn. The developer-respondents identified four potential air rights development sites in Rosslyn, as depicted on Map 3.4. Site 1 is located immediately east of the N. Lynn Street bridge over Interstate 66, between the westbound and eastbound ramps connecting with Lee Highway. Site 2 includes the portion of the highway generally located east of Arlington Ridge Road. Site 3 includes the westernmost portion of the western half of Gateway Park, and might envision potential development along this segment of N. Nash Street. Finally, site 4 is located west of N. Nash Street, between the westbound and eastbound travel ways of Lee Highway.

As presented by P3, potential air rights development in Rosslyn could maximize the value of existing public assets in a number of ways, such as:

• Establishing a revenue stream (from leasing to private developers) to the Commonwealth to fund future transportation projects;

• Providing additional sites for transit-oriented development contributing to mixed-use neighborhoods with great public spaces and enhanced connections to the riverfront;

• Increasing the County’s tax base; and
• New jobs, of both temporary (construction) and permanent (tenant employees) status.

With Realize Rosslyn in progress, the County undertook its own feasibility study of air rights development to better understand potential challenges and opportunities related to the idea of air rights development in Rosslyn. The study included building form, massing and program scenarios for the four potential air rights sites under consideration to approximate how much development might be possible across these sites. The study also involved economic analysis to generally project how soon an air rights development project in Rosslyn might be feasible. As part of the analysis, the study also considered some of the transportation challenges that a potential air rights development might face, and potential solutions.

Overall, the County’s economic feasibility study generally concluded that air rights development over Interstate 66 in Rosslyn is likely to become feasible in the future, although the exact timing is highly dependent upon market conditions and development assumptions. The County’s expectations for community benefits to be provided by air rights development and the Commonwealth’s expectations on revenues it receives in exchange for air rights will be two important factors related to project feasibility. Also, future changes in the regulatory or political landscape could also influence the feasibility of air rights development in the future. In any event, assuming that air rights development may be feasible at some point, the following preliminary guidance should provide a foundation for any future discussions related to exploring air rights development in Rosslyn.

Planning Overview and Guidance
The potential for future air rights development in Rosslyn is an exciting prospect. Air rights development over Interstate 66 could signal to the real estate community that Arlington is interested in exploring innovative and bold solutions to making Rosslyn a great place. Such development could take advantage of newly created sites offering prime views towards Washington, D.C., while still located within walking distance of the Rosslyn Metro Station and the adjacent RCRD. These sites

Virginia’s Office of Public Private Partnerships identified four potential air rights development sites in Rosslyn for further study.
themselves could accommodate new offices, residences, and hotels whose activity would add to the overall sense of vibrancy and vitality of Rosslyn. As some of the closest sites to Georgetown and Foggy Bottom, the architecture of any new buildings here would be a prominent component of Rosslyn’s skyline as viewed from across the river. If done right, air rights development could provide an array of placemaking benefits making Rosslyn a more attractive place to live, work, and play. And by creating great places along its edge, air rights development may actually encourage more interest and investment on other sites in the RCRD.

The recommendations of this Rosslyn Sector Plan largely focus on the area within the boundaries of the RCRD, although the transportation and parks and open space guidance in some cases extends beyond due to their systemic qualities. As such, this plan does not include detailed recommendations for air rights development on the potential sites. Rather, it outlines key planning challenges and opportunities that will need to be addressed through future work, should an air rights development project be pursued. Additionally, it includes general guidance for any future planning processes focused specifically on air rights development in Rosslyn, which would involve continued coordination between the County and the Commonwealth of Virginia. As a general rule, the overall goals and objectives set forth in this plan for sites within the RCRD would also extend to potential development on air rights sites, including one of the plan’s key highlights to comprehensively revitalize Gateway Park. In addition, consideration has been given to the recommendations in the Rosslyn Sector Plan with the goal of not including anything that might preclude or present serious technical challenges to air rights development in the future.

Opportunities
Potential air rights development along the edge of the RCRD and above Interstate 66 can also present a range of key opportunities for the future of Rosslyn and Arlington County. Any future efforts to explore potential air rights development in Rosslyn should keep these opportunities in mind, and the planning and design of any air rights development projects should seek to make the most of these opportunities. Although not an exhaustive list, the potential related to future air rights development in Rosslyn could include specific opportunities to:

- Increase economic development for Arlington County by capturing value by creating development sites above land solely used presently for limited access highways;
- Strengthen Rosslyn’s market position as a place to live and work in the region, and identity Rosslyn as a location for prime riverfront views;
- Add workers, residents, and/or visitors who can help activate adjacent park spaces like Gateway Park and the planned Esplanade, making them more attractive destinations for additional people;
- Improve existing walking connections between the RCRD and the Key Bridge, regional trail system, park network, potential future boathouse, and Esplanade;
- Create new paths and/or accessible public spaces over Interstate 66; and
- Reduce the localized visual and noise impacts that Interstate 66 currently have on Rosslyn.
Challenges
If pursued in the future, air rights development in Rosslyn above Interstate 66 will also have to overcome certain challenges. While not insurmountable, these challenges will warrant special attention to ensure that the planning for any air rights development project in Rosslyn can incorporate innovative and effective solutions that will allow such projects to function well as part of the greater Rosslyn area and surrounding network. Examples of the types of challenges that potential air rights development in Rosslyn will face and will need to find effective solutions for include:

- Traffic volumes on adjacent Rosslyn streets close to the air rights development candidate sites are already quite busy during peak morning hours;
- Air rights development would most likely require on-site parking, and determining the appropriate levels of parking for specific air rights projects may warrant special consideration given the distinct attributes of these development sites;
- Access opportunities for off-street parking, service and loading areas for the potential air rights development sites are extremely limited and challenges and will likely need creative solutions to come up with approaches that will work and be viable;
- Although ground level open space and pedestrian connections are highly desirable, the provision of on-site parking in a building podium will limit opportunities for at grade open space, or pedestrian connections beyond those along N. Lynn Street or N. Nash Street. If located on top of parking podiums, such spaces and connections will need careful planning, design, and management to ensure such spaces can be viable and a real benefit to Rosslyn;
- Tall buildings on potential air rights development sites will require careful study to ensure that priority views from the Central Place observation deck (shown in Map 3.17: “Priority View Corridors”) are not adversely impacted, and consideration should also be given to potential impacts on the sight lines along the George Washington Memorial Parkway; and
- The technical requirements of air rights development on any of these sites may present challenges to creating activating ground floor uses along some of Rosslyn’s most important street frontages.

Future Planning
While this Rosslyn Sector Plan does not include detailed planning recommendations for future air rights development in Rosslyn, it highlights it as an important item for future consideration. Further, the opportunities and challenges identified in this section should be at least some of the considerations that help shape any future proposal for an air rights development project in Rosslyn. As a foundational principle, any future air rights development proposal should seek to address the overall vision, goals, and recommendations (where pertinent) set forth elsewhere in this sector plan, including one of the plan’s key highlights to comprehensively revitalize Gateway Park. In the spirit of supporting the potential for air rights development in the future, the Rosslyn Sector Plan and its recommendations have generally been developed with the goal of not including anything that might preclude or present serious technical challenges to air rights development in the future.

Going forward, the County should continue to coordinate with Virginia’s Office of Public Private Partnerships, and other parties as needed, on exploring planning and development oppor-
Several key elements intersect in the northern gateway area of Rosslyn.

Opportunities for development on these identified potential air rights sites. While the sector plan does not provide specific density or building height recommendations for these areas, it is presumed that a scale of development generally approaching what is typically realized in “C-O Rosslyn” projects may be needed to support air rights development project feasibility.

Depending on timing, any of several process options could be pursued to do this. For example, a County-initiated visioning process for potential air rights development (which could be conducted as part of the conceptual planning efforts for the Northern Gateway Area noted on page 88) could be undertaken to establish the County’s vision for air rights development and other planning features in this area. Alternatively, if the submission to the County of an air rights development proposal preceded a visioning effort as described above, such a proposal could be evaluated by the County through a special planning study process (potentially akin to a Special GLUP study) that first evaluates the broader planning and zoning characteristics before reviewing the development proposal in detail.

In either case, any air rights development proposal would ultimately be evaluated per the 4.1 Special Exception Site Plan application process, with an assumption that, if approved, such a proposal would provide significant community benefits to the County, in a manner similar to what is applied to other “C-O Rosslyn” projects in the RCRD.

ROSSLYN NORTHERN GATEWAY AREA
Positioned along the northern edge of the RCRD, the northern gateway area of Rosslyn presents a tremendous opportunity to transform the areas that collectively define the experience of entering and existing Rosslyn from this location. For many who travel between Rosslyn and Georgetown each day, the area between the Potomac River shoreline and Lee Highway eastbound encompasses existing uses and facilities that do not maximize the area’s great potential as a signature gateway. A planning effort should be conducted to define a new, comprehensive vision for this area that addresses the relationships between the following areas:

- The Esplanade
- Riverfront Access and Boathouse Opportunities
- Mount Vernon Trail and Custis Trail Intersection/Improvements

Several key elements intersect in the northern gateway area of Rosslyn.
· New roadway cross-sections, including two-way travel
· Gateway Park improvements
· Potential Air Rights Development
· Potential Park, Recreation and Open Space Opportunities
· Future National Monument/Memorial Site
· Key Bridge Pedestrian/Bicycle Improvements
· Adjoining Redevelopment Opportunities

Efforts to advance the plan recommendations, such as improvements to Gateway Park, should not be precluded by the interest in completing such a coordinated planning effort.

RIVER PLACE SITE
Prior to the commencement of Realize Rosslyn, the pre-planning efforts for this planning study included discussion that considered whether the River Place site should be addressed as part of this sector plan update. The River Place site’s 14-acres of land border the limits of the RCRD, and currently accommodate four mid-rise buildings collectively housing more than 1,700 multi-family cooperative housing units originally built in the 1950s. These improvements sit on land that are under a long-term land lease, which is scheduled to expire in 2052. Given the term of the land lease, and the focus of this planning effort on addressing sites within the RCRD, ultimately the decision was made not to include the River Place site within the scope of this study.

However, this site plays an important role in Rosslyn today and in Rosslyn's future. The property is strategically positioned as a gateway into Rosslyn from the south and east, yet today is largely occupied by surface (and structured) parking facilities. Additional surface parking lots are located between the buildings themselves and N. Lynn Street, degrading the quality of the public realm along a stretch of this important north-south connection for people traveling between the Rosslyn Metro Station and parts of the Radnor-Fort Myer Heights neighborhood, as well as the Iwo Jima Memorial Grounds. Given current conditions, any number of improvements could be made to the property, particularly along its edges, that could add value to Rosslyn overall. Ultimately, over the longer-term, it is conceivable that an entity may propose a significantly different use or positioning of the River Place site, especially as expiration of the long-term land lease nears.

As such, while not addressed specifically as part of this planning effort, the sector plan recommends that in the event an applicant comes forward proposing a significantly different use of the River Place site in the future, perhaps one that proposes redeveloping the site in part or full, that the County will work with pertinent stakeholders to conduct a special planning study with a scope of work appropriate to the action proposed.
Even more so than it is today, in the future Rosslyn will be accessible via exceptional transportation connections and choices. This plan sets forth a vision that includes improving mobility and increasing circulation and access options for all who travel to, through, and around Rosslyn. To achieve this, the plan includes many transportation ideas and actions that will physically translate the County-adopted Master Transportation Plan policies on the ground in Rosslyn. These strategies will strengthen Rosslyn’s position as a centrally located, regionally significant multimodal hub while addressing the challenges that have kept the RCRD from reaching its full potential. In addition, this plan’s recommendations collectively aim to strike the best possible balance among all travel modes in order to better meet transportation needs and support Rosslyn’s future growth as a distinctive and great urban place.

Many of the transportation recommendations in this plan build on the foundational work completed as part of the Rosslyn Multimodal Transportation Study (RMTS), completed in 2012. The Rosslyn Sector Plan fully incorporates the spirit of the RMTS, and many of the plan’s recommendations match or are similar to those in that study.”

Key Considerations

- Rosslyn’s existing street and block pattern is characterized by long blocks that limit circulation patterns, complicate loading and service, and facilitate cut-through traffic.
- Much of the peak period traffic on Rosslyn’s main streets is passing through Rosslyn on its way somewhere else.
- Significant amounts of on-site parking in existing buildings has created an expectation for future projects that is mis-aligned with Rosslyn’s multi-modal transportation opportunities.
- Rosslyn serves as a transit hub, requiring a need for close coordination amongst WMATA, ART, private buses and shuttles.
- High volumes of pedestrian and bicycle activity use Rosslyn’s streets, yet the RCRD lacks pedestrian-friendly amenities and sufficient bicycle facilities.
Extension of 18th Street across the RCRD, shown in this illustration running from Oak Street at bottom center to the Esplanade and Arlington Ridge Road at top center, together with improved pedestrian environments on other major streets, will help make Rosslyn a delightful and safe place to walk (rendering above). Rosslyn accommodates all travel modes today, but improvements are needed to better balance all modes and support a more pedestrian- and bicycle-friendly core (photos on left).
Recommendations

ACCESS AND CIRCULATION

Street and Block Pattern
The proposed street and block pattern (as shown in Map 3.5) for Rosslyn reflects a refined, pedestrian-scaled pattern that reduces block lengths and provides greater choice of route. This strategy includes the future construction of new east-west and north-south street corridors to break up long blocks and permit more direct access, as well as the conversion of several one-way streets to two-way travel. This re-balancing of the right-of-way—to shift more space to people from vehicles, and to prioritize vehicular access to local destinations rather than through travel—is a key step toward improving Rosslyn’s sense of place. The new connections typically will be created across privately owned land as redevelopment occurs.

Major features and initiatives reflected in Map 3.5: “Street and Block Pattern” and Map 3.6: “Street/Travel Lane Change” include (note: key letters are keyed to the Map 3.6: “Street/Travel Lane Change” only):

A 18th Street Corridor—This new corridor would replace the remaining skywalk segments, break up long north-south blocks, and enhance access to the Rosslyn Metro Station.

- Arlington Ridge Road to N. Lynn Street—This segment will accommodate pedestrians, bicyclists, and motor vehicles to increase circulation options across the large blocks in eastern Rosslyn. These large blocks total over twelve acres in area yet currently have only three vehicular access points. Additional vehicular access via a new 17th Street N. one block south

would multiply access options and create valuable new address frontage. This will greatly improve and establish more prominent pedestrian/bicycle access in this area.

- N. Lynn Street to N. Oak Street—This segment will accommodate pedestrians and bicyclists only, without motor vehicle access. A pedestrian street/terrace design approach should be followed, taking advantage of topography to enhance views. Publicly-accessible escalator and/or elevator facilities may be incorporated where grades exceed accessibility requirements.

- N. Oak Street to N. Quinn Street—This segment will include an enhanced segment of N. 18th Street connecting central Rosslyn with future development envisioned for the Western Rosslyn Coordinated Development District. This segment will be maintained as an Urban Center Local street as defined in the County MTP, and will accommodate pedestrian, bicyclists, and motor vehicles.

B Rosslyn Plaza—with Rosslyn Plaza redevelopment, achieve a connected street network integrating Arlington Ridge Road, the planned 18th Street Corridor, and planned 17th Street N. Reconstruct Arlington Ridge Road to rise to the level of 17th and 18th Streets, and include a lower level corridor below devoted to service access. The new street segments will enhance circulation options and integrate the Rosslyn Plaza superblock into Rosslyn’s pedestrian-scaled public street network, minimize the presence of service access on these streets, and enable potential multi-use trail connections to the Esplanade corridor and across Interstate 66.
The proposed future condition introduces new complete streets to shorten block lengths in some areas and creates pedestrian- and bicycle-only connections through other blocks.
C **Clarendon-18th Street connecting corridors** — Break up long blocks with new north-south pedestrian and/or vehicular access, reinforcing view and solar access corridors desired between buildings/parcels, enhancing circulation opportunities and providing building access, so that service can be removed from Wilson Boulevard and 18th Street N. Potential extension of N. Pierce Street to 18th Street N. is being explored by the West Rosslyn Area Planning Study (WRAPS). Alignments for new streets or pedestrian passageways will generally straddle or parallel existing property lines, and will be further defined through the site plan development process along with more detailed design on appropriate edge treatment and detailing relative to surrounding uses.

D **Nash Street-Fort Myer Drive corridor south of Lee Highway** — Create a pedestrian and/or service vehicle corridor through redevelopment of the Holiday Inn site. If it yields improved walking conditions and connectivity, the pedestrian corridor may take a different route from the service corridor, which may not provide a full through block connection due to topographic conditions. Provisions of these new connections suggest the abandonment the existing 20th Street N. right-of-way on that block and its incorporation into the site plan redevelopment.

E **17th Street-Lynn Street connection** — Remove vehicular connection and replace with Freedom Park improvements.

F **Fort Myer Drive tunnel at Wilson Boulevard** — The tunnel’s promotion of high vehicle speeds, highway-oriented character, and incompatibility with a desirable crosswalk of 18th Street across Fort Myer Drive at the Metro station all lead to the recommendation to remove the tunnel and replace it with an at-grade signalized intersection. While preliminary study indicates no significant negative circulation impacts from this change, more study should be conducted to verify how to create a new intersection with Wilson Boulevard that most effectively balances the needs of all travel modes. Proposed conversion of Fort Myer Drive to two-way traffic operation may be compatible with retaining the tunnel for an interim period. Preferably, two-way traffic flow should be tested and confirmed as feasible prior to tunnel removal.

G **Conversion of existing one-way streets to two-way travel:**

- Convert of Fort Myer Drive and N. Lynn Street from one-way to two-way operation between Lee Highway and Fairfax Drive. Advantages to this include new routes for more direct access, traffic calming, improved pedestrian safety, better balancing of vehicular traffic, and more bus routing options and stop location potential. On Fort Myer Drive and N. Lynn Street, the fourth lane would be convertible, conducting peak hour traffic and providing on-street parking at other times; it would also accommodate bus stops at all times. Fort Myer Drive would have two dedicated southbound lanes, while N. Lynn Street would have two dedicated northbound lanes.
- Convert of Kent Street to permit two-way operation fully between 19th Street N. and Wilson Boulevard.

Two-way traffic concepts will be tested prior to implementation.

H **Extension of Nash Street from 17th Street to Fairfax Drive** — Expand connectivity between 17th Street and Fairfax Drive by providing a new section of Nash Street. At a minimum, the connection should provide pedestrian through access. A complete street is recommended, but may be difficult to

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**KEY RELATED POLICIES**

T1 | Create a block structure for Rosslyn that offers improved walkability, access, and circulation, consistent with Master Transportation Plan policies, by strategically adding new streets (including those that are pedestrian-only).

T3 | Transform N. Fort Myer Drive and N. Lynn Street into places bringing the Rosslyn community and region together around retail, arts, welcoming public spaces, and expanded transit and walking connections, including removal of the Fort Myer Drive tunnel and two-way traffic conversion, contingent upon adequate feasibility studies, monitoring, and mitigation of any potential adverse impacts.

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**ROSSLYN SECTOR PLAN**

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94 | ROSSLYN SECTOR PLAN
Proposed modifications to traffic flow and lane configuration will improve traffic circulation, pedestrian safety, and bus route options.
achieve due to topography constraints. Opportunities for service and parking access for adjacent building should also be explored.

Master Transportation Plan Street Classifications and Typologies
Under this Plan, each of Rosslyn’s streets are assigned a classification and typology used in the County’s Master Transportation Plan (MTP), with consideration as to the planned land use, character and building form along each street. Map 3.7 illustrates the proposed classifications for each street. As outlined in the MTP, the street classifications and typologies identify the characteristics of vehicular traffic and other modes of travel on the street, and are fully compatible with the ground level land use recommendations later in this chapter and in Map 3.2: “Ground Level Uses.” Additional details on the recommended elements and dimensions of these streets are included in the street cross sections in this chapter and the Appendix.

The four main street typologies include:

- **Type A—Primarily Retail Oriented Mixed-Use.** Arterial segment serving dense commercial area, fronting retail (with frequent transit, generous pedestrian facilities, and bicycle accommodations orientation).

- **Type B—Primarily Urban Mixed-Use.** Arterial segment serving mixed-use areas, fronting a range of uses (with frequent transit, generous pedestrian facilities, and bicycle accommodations; emphasize transit, pedestrian, bicycle travel).

- **Urban Center Local.** Neighborhood streets located in medium or high density areas.

- **Alleys.** Preferred locations for service.

Map 3.7 also indicates pedestrian streets/way, though these are not a classification or typology in the MTP.

Generally, building service and loading driveway placements should have limited presence on street segments prioritized for walking or retail frontages. Further guidelines on service and loading can be found later in this chapter in the Urban Design, Building Height and Form section.

To fulfill the vision of the Rosslyn Sector Plan, several amendments to the typologies of specific streets in Master Transportation Plan are recommended. As depicted in Map 3.7: “Street Classification and Typologies”, these recommended amendments include:

- 19th St. N between Fort Myer Dr. and N Lynn St. (from Type B to Type A)
- Fort Myer Dr. between Wilson Blvd. and 19th St. N. (from Type B to Type A)
- Wilson Blvd. between Fort Myer Dr. and N. Lynn St. (from Type B to Type A)
- N. Lynn St. between Wilson Blvd. and 19th St. N. (from Type B to Type A)
- N. Nash St. between Key Blvd. and Lee Hwy westbound. (from Type B to Urban Center Local)
- Nash St. between Wilson Blvd. and 17th St. (from Type B to Urban Center Local)
- 17th St. between Nash St. and Fort Myer Dr. (from Type B to Urban Center Local)
The proposed classification of streets provides a hierarchy for retail locations and identifies preferred areas for service and loading to support a more active, mixed-use environment.
Street Cross Sections

The character of street segments within Rosslyn relies on the various circulation needs as well as on adjacent land use character. Below are a series of recommendations, many of which are reflected in proposed cross-sections for streets within and nearby the RCRD. Some of the more transformative cross-sections are included this chapter, with the balance provided in the Appendix. Over time, Rosslyn streets should be improved to generally match the recommended cross-sections depicted in the Rosslyn Sector Plan, which reflect the following recommendations:

- Rebalance allocation of right-of-way for wider pedestrian and/or bicycle facilities where feasible.
- Accommodate bike lanes and/or protected bike lanes (i.e. cycle tracks) on priority bike routes.
- Reduce travel lane widths to be as compact as possible per County standards.
- Remove and reallocate excess street paving area and unneeded travel lanes to other transportation, environmental, or sustainable purposes.
- Expand and enhance sidewalks to include extra width for street trees, other plantings, and street furniture to encourage active ground floor frontages including retail and/or other active uses where indicated on Map 3.2: “Ground Level Uses”.
- Modify travel lanes to better support multimodal traffic (see Map 3.6: “Street/Travel Lane Change”).

18TH STREET CORRIDOR

The new 18th Street Corridor, extending from Arlington Ridge Road to N. Oak Street and beyond to N. Quinn Street, is a key recommendation of the sector plan and will be a central feature of Rosslyn. New segments should generally meet the following criteria in order to create a unified corridor through the heart of Rosslyn:

- A minimum street width of 60’ between building faces
- Vehicular and pedestrian-only segments should generally follow the street sections in this chapter.
- Direct visual and physical connections should be maintained between N. Oak Street and the Rosslyn Metro Station, and between Arlington Ridge Road and the Rosslyn Metro Station.

The extension east of N. Oak Street will be achieved only through redevelopment of sites along its length. The following provides a summary of the sites needing redevelopment and related considerations for each (refer to Map 1.2 for site identification in parenthesis). More details on the character the various spaces can be found on page 145:

- 1401 Wilson Boulevard/1400 Key Boulevard (B11-12): This pedestrian-only segment of 18th Street was approved in 2014 as part of a site plan redevelopment of the block. It will include a series of stairs and plazas extending from N. Oak Street to N. Nash Street.
- Ames Center/ Temple United (B13-14): This pedestrian-only segment of 18th Street is envisioned primarily as a public way through supporting pedestrian and bicycle access from N. Nash Street to Fort Myer Drive. The parcels are under two ownerships, which may or may not develop in partnership. If joint development occurs, this provides more options for the future building floorplate and form north of 18th Street.
• Rosslyn Center (B17): Located between N. Moore Street and Fort Myer Drive, this segment will act as the transit center of the 18th Street Corridor. The plan recommends a major transformation of the Rosslyn Metro Station entrance as an open air plaza announcing arrival in Rosslyn. To achieve the vision, redevelopment or major renovations to remove the existing retail and building space above the station must be coordinated with the property owner.

• Central Place (B19): This segment of 18th Street between N. Moore Street and N. Lynn Street was approved in 2007 as a central plaza between the two towers of Central Place. The plaza is currently under construction and will serve as focal point for the corridor upon completion.

• International Place/Gannett Building/Pomponio Plaza East (B22, B23, B24): This portion of 18th Street is recommended as a complete street connection between N. Lynn Street and N. Kent Street. Achieving the segment will require the redevelopment of three parcels currently under separate ownership. The International Place parcel faces challenges for redevelopment as it was already built out to a maximum density of 10.0 as part of the Central Place site plan. Given that the site could accommodate more density within the recommended height and form guidelines of the plan, this site would be a potential candidate for the density flexibility recommended on page 154. The Gannett Building and Pomponio Plaza East parcel also occupy a portion of the envisioned 18th Street Corridor, and achieving the street segment will need to be negotiated through redevelopment of these sites.

• Rosslyn Plaza (B25-31): This portion of 18th Street, also recommended as a complete street, will provide a connection between N. Kent Street and Arlington Ridge Road, the esplanade, and the launching point for the envisioned pedestrian/bicycle bridge toward the Mount Vernon Trail. The street should also provide strong connectivity to the recommended Rosslyn Plaza Park. The street segment, which will also provide vital circulation through the block, will need to be achieved through the phased redevelopment of the site.

The recommended street cross-sections depicted on the following pages convey the proposed use and allocation of street space for various purposes for numerous street segments throughout the RCRD. While these cross-sections depict relatively detailed guidance for the width of various transportation facilities for each street, as additional guidance the table below presents a typical range or dimension associated with a number of transportation facilities. In addition, sample sidewalk sections are provided in Figure 3.2 as examples of the ways in which the various streetscape elements would be provided. The appropriate dimensions for the shy zone, clear zone, and furniture tree zones should be decided in consultation with County staff at the time of site plan development when considering the anticipated pedestrian volumes and adjacent uses. Also, additional street cross-sections for many other street segments in the RCRD are provided in the Appendix.
Recommended street sections on the following pages generally utilize the following width guidelines for the various lanes and other facilities.

<table>
<thead>
<tr>
<th>Width</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10’–11’</td>
<td>Travel lanes</td>
</tr>
<tr>
<td>7’–8’</td>
<td>Parking lanes</td>
</tr>
<tr>
<td>5–6’</td>
<td>Bike lanes and cycle tracks.</td>
</tr>
<tr>
<td>2–4’</td>
<td>Buffer for cycle tracks/protected bike lanes</td>
</tr>
<tr>
<td>6’</td>
<td>Pedestrian refuges</td>
</tr>
</tbody>
</table>

**FIGURE 3.1 | TRANSPORTATION FACILITY WIDTH GUIDELINES**

**FIGURE 3.2 | TYPICAL SIDEWALK SECTIONS**

**Sample Sidewalk Elements and Dimension for a 14’ Sidewalk**

Shy zone for café space is desirable at retail frontage. At residential frontage, this space may be better dedicated to walking and/or green strip area.

**Sample Sidewalk Elements and Dimension for a 17’ Sidewalk**

A shy zone as narrow as 2.5’ can enable outdoor dining or other retail programming. Consider a wider walking zone in areas of heavy pedestrian traffic.

**Sample Sidewalk Elements and Dimension for a 20’ Sidewalk**

6’ is a desirable minimum to enable growth of healthy, mature trees in areas of busy pedestrian and vehicle traffic. A broad sidewalk provides opportunity for a more generous shy zone with multiple rows of outdoor dining tables or other retail programming. Consider a wider walking zone in areas of heavy pedestrian traffic.
FIGURE 3.3 | 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
FIGURE 3.3 | RECOMMENDED SECTIONS FOR SELECTED ROSSLYN STREETS

See appendix for additional recommended street sections.

Two-way conversion of N. Lynn St subject to further study

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

D  Wilson Boulevard from Ft Myer to Moore
Proposed 3 through lanes with median and bike facilities
FIGURE 3.3 | RECOMMENDED SECTIONS FOR SELECTED ROSSLYN STREETS

See appendix for additional recommended street sections.

E  Wilson Boulevard from Lynn to Kent
Proposed road diet and cycle track/PBL

F  Wilson Boulevard from Kent to Arlington Ridge Rd
Proposed road diet and cycle track/PBL

KEY MAP
FIGURE 3.3 | RECOMMENDED SECTIONS FOR SELECTED ROSSLYN STREETS

See appendix for additional recommended street sections.

**G** 18th Street N. from Kent to Arlington Ridge Rd
Proposed 2 lanes with parking

**H** 18th Street west of Oak Street
Proposed 2 lanes with parking
**FIGURE 3.3 | RECOMMENDED SECTIONS FOR SELECTED ROSSLYN STREETS**

See appendix for additional recommended street sections.

1. **19th Street N. from Fort Myer to Moore**  
   Proposed road diet and bike lanes

2. **N. Nash Street from 19th to Wilson**  
   Proposed 2 lanes and protected bike lanes

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**KEY MAP**
See appendix for additional recommended street sections.

**KEY RELATED POLICIES**

**T4** Reorient N. Moore Street building access to a primarily pedestrian focus by enhancing the street’s pedestrian character, adding storefront retail and lobby entrances, and improving its connectivity to Gateway Park, Central Place Plaza, and the emerging 18th Street Corridor.

**KEY MAP**

**N. Moore Street north of 19th**
Proposed 1 lane each direction with southbound bus lane

**N. Moore Street south of 19th**
Proposed 1 lane each direction with southbound bus lane
FIGURE 3.3 | RECOMMENDED SECTIONS FOR SELECTED ROSSLYN STREETS

See appendix for additional recommended street sections.

M Arlington Ridge Road
Proposed 2 lanes with Esplanade adjacent

N New street connections between Clarendon Boulevard and 18th
Proposed 2 lanes
TRANSIT FACILITIES

Leveraging Metrorail Improvements

Recent changes and improvements within the Metrorail system can support expanded transit service for Rosslyn. The new Silver Line service, new high speed elevators, and plans for more 8-car trains are reflective of this. Furthermore, WMATA also has long range plans for a second Rosslyn Metro station, which if built, would make Rosslyn even better connected to the region than it is today. This plan recommends continued coordination with WMATA and leveraging the Metrorail improvements as follows (see Map 3.8: “Future Transit Improvements”):

- Improve the existing station
  > Reconstruct/enhance the existing Rosslyn Metro station, coordinated with improvements to Fort Myer Drive and abutting development. Station entrance(s) should be improved on the Fort Myer Drive side. Working with WMATA and other partners, the station should integrate the improved access along the new 18th Street Corridor and better linkages to new bus stops planned on Fort Myer Drive and N. Lynn Street.

- Open up the station to the 18th Street Corridor. The vision concept for the station suggests completely replacing the existing station entrance structure with a glazed canopy (the design of which would need to be approved by Metro, along with other aspects of this project) extending from the Rosslyn Center building to the 1812 North Moore Street building. Its edges along N. Fort Myer Drive and N. Moore Street would be fully open to those streets.

- Relocate the station’s turnstiles, paid fare zone, ticket vending machines and staff kiosk below-ground at the base of the escalators to free up valuable space for public passage at ground level.

- Explore opportunities for additional stations and entrances
  > Coordinate with WMATA on long-term plans for a second station. WMATA’s Momentum plan envisions a second tunnel and platforms potentially under Fort Myer Drive, serving the Blue Line (with potential for continuing this new tunnel below the Potomac River into the Washington, D.C.).
  > Coordinate property redevelopment or renovation along Fort Myer Drive between 17th Street N. and Lee Highway with station planning being undertaken by WMATA, to maintain options to accommodate potential future station access, ventilation and/or other infrastructure as needed.
  > Consider adding a station entrance near the intersection on N. Lynn Street and 19th Street N., where space was reserved in the Waterview site plan for this purpose. While the three new high speed elevators were recently completed, this potential new station entrance should continue to be an option, particularly in light of potential air rights development over Interstate 66 nearby.

High speed elevators opened in October 2013 to expand access to and capacity at the Rosslyn Metro Station.
Reconstruction of the Metro Station main entrance as an open-air public plaza, in conjunction with the redevelopment of or major renovations to 1700 N. Moore St., and integrated with the planned 18th Street Corridor will dramatically enhance access to the station and interchange among travel modes.
Bus Facility Improvements
Bus facility improvements in the near and long term are also critical components to improving the transit share in Rosslyn. The following reflect key recommendations to improve bus service in Rosslyn:

- Expand the frequency and reliability of bus service to Rosslyn, enhance the convenience of bus service and connections at the Rosslyn Metrorail station, and offer more efficient bus routing options through Rosslyn in the near-term. To accomplish these goals:
  > Create additional bus stops serving WMATA and/or ART bus services on the east side of Fort Myer Drive and the west side of N. Lynn Street near the Metro station. These stops would be enabled by conversion of these streets to two-way traffic operation.
  > Reduce the number of bus stops on N. Moore Street, as conditions and demand permit, while increasing the overall capacity of bus stops associated with the Rosslyn Metro station.
  > Determine optimal stop locations for different bus routes based on most efficient routing, transfer patterns, and other factors as appropriate.
  > Work with WMATA and other regional providers on a wayfinding signage program to enhance and clarify connections among bus and Metrorail services.
  > Coordinate with WMATA on locating a bus layover/staging area outside but in close proximity to Rosslyn.
- Coordinate with WMATA and ART to study the potential for creating an off-street bus stop facility as part of future Rosslyn station planning, as long as this offers enhancements to street character and transit service/transit rider experience.
- Undertake physical improvements to bus stops to bring them all into compliance with ADA requirements.

Management of bus, taxi, vans, and ride shares
- Address longer-distance commuters through measures such as ridesharing and better accommodations for Loudoun County, Prince William County, and Maryland bus services.
- Relocate slug line stops from the existing access along the northern edge of the Rosslyn Gateway site when it is removed upon site redevelopment (approved but not yet commenced).
- Locate slug lines proximate to regional highway connections appropriate to their route.
- Provide adequate curb space in proximity to the Metro station, hotels, and other attractions for queuing of taxi cabs.
- Consolidate stopping points for privately operated shuttles, ensuring convenient interchange with rail and bus transit at the Metro station.

Continued partnerships and enhanced connections to neighboring jurisdictions
- In addition to improving connections within Rosslyn, the County should continue to partner with local jurisdictions to support and leverage opportunities for expanded connectivity between Rosslyn and its neighbors. The sector plan recommends coordination with the District of Columbia on potential transportation infrastructure projects enhancing these connections, such as an aerial gondola between Rosslyn and Georgetown, extension of D.C.’s planned streetcar into Rosslyn, and a multi-use trail connection from Georgetown Waterfront Park to Theodore Roosevelt Island.
Proposed transit improvements would further enhance connectivity to the region and reinforce Rosslyn’s prime location.
PEDESTRIAN AND BICYCLE NETWORK

Pedestrian Improvements

As previously noted, Rosslyn’s sidewalks and paths accommodate some of the most significant pedestrian traffic in Arlington. Yet most facility conditions offer little to enhance the walking experience. Many sidewalks pass by blank walls and broad service entrances, legacies of when Rosslyn was planned with skywalks accommodating most pedestrian circulation and the streets below primarily devoted to vehicles. This Rosslyn Sector Plan reinforces recent County policy in recommending the continued dismantling of the skywalk system, leaving in place only those segments lacking a safe, convenient ground level alternative until such is created. The ongoing redevelopment of many of Rosslyn’s 1960s-1970s vintage buildings offers important opportunities for new buildings to offer improved ground level building use and design, as discussed in the urban design and building form sections of this document. Improvements to the width, design and furnishings of sidewalks are a necessary counterpart, as recommended below.

Major topographical differences also characterize Rosslyn’s pedestrian network, due to the significant grade rising west away from the Potomac River, as well as the grade separation of segments of Freedom Park from streets below. Where street and pathway grades exceed accessible standards, and where Freedom Park or other raised public terraces occur above street level, escalators or elevators with clear wayfinding signage should be considered to enhance access.

The Mount Vernon Trail, Theodore Roosevelt Island and other features of the George Washington Memorial Parkway provide Rosslyn significant recreational opportunities for walking and bicycling. Additional path connections to these features across Rosslyn’s encircling highways, as well as the proposed Esplanade, Freedom Park extension and 18th Street Corridor, can further enhance these opportunities to become signature qualities of Rosslyn. These opportunities are described in greater detail below, and are also addressed in the Public Parks and Open Space section.

The following recommendations for priority pedestrian improvements will enhance circulation conditions in the RCRD (The letters correspond to Map 3.10: “Pedestrian Facilities”; also see Map 3.9: “Sidewalk Widths”):

Accommodations for vehicles, like the ramp in this photo, detract from many of Rosslyn’s most heavily traveled sidewalks
As redevelopment occurs and street cross-sections are modified, wider sidewalks are proposed to support the active pedestrian environment.
New pedestrian routes and/or sidewalk improvements should be created as part of adjacent redevelopment projects. Refer to proposed typical sidewalk sections (Figure 3.2) and street sections (Figure 3.3) for proposed widenings or other improvements to sidewalks. Ensure ground floor land use and design of proposed renovation and redevelopment projects are consistent with this plan’s land use and street design goals.

Refocus pedestrian activity at the street level by replacing the remainder of the skywalk system with the envisioned 18th Street Corridor. As an interim condition until the 18th Street Corridor is fully realized, maintenance and/or replacement of skywalks can continue to be considered as long as the skywalks link directly to the public street network and publicly accessible building uses such as retail, dining, and entry lobbies.

As part of the 18th Street Corridor implementation, install a midblock signalized crossing of Fort Myer Drive between Wilson Boulevard and 19th Street once the Fort Myer Drive tunnel under Wilson Boulevard is removed.

Enhance pedestrian facilities along building frontages and the Rosslyn Circle and Meade Street/Iwo Jima Memorial Areas. A section of the Corridor of Light, a synthesis of public sculpture and lighting infrastructure discussed later in the Urban Design section, is currently planned as part of the streetscape improvements associated with both the Lynn Street bridge over Interstate 66 and the Meade Street bridge over Arlington Boulevard.

Elevators and/or escalators may be needed to augment sidewalks and paths with excessively steep grades. Ownership, maintenance, and operations should be addressed on a site-by-site basis.

Work with VDOT, the National Park Service and other key stakeholders to create a safe, inviting, accessible pedestrian and bicycle path connection to the Mount Vernon Trail and Potomac riverfront from Arlington Ridge Road via a “signature” bridge.

Work with key stakeholders to create a safe, inviting, accessible pedestrian and bicycle path connection to the downstream sidewalk of the Theodore Roosevelt Bridge.
A more complete network of sidewalks and crosswalks is proposed to provide better connections throughout Rosslyn and to nearby regional multiuse trails.
Bicycle Network Improvements

As noted above, Rosslyn sees significant bicycling activity, largely because major regional trail system routes (the Custis and Mount Vernon trails, as well as the Key and Theodore Roosevelt Bridge crossings) pass by its edges. Other major corridors in Arlington’s bicycle facility network, such as Wilson, Clarendon and Key Boulevards, feed directly into Rosslyn’s core street network. Installation of four Capital Bikeshare stations in Rosslyn has further spurred increases in bicycling. Bicycling conditions on Rosslyn streets, however, remain challenging due to significant and fast-moving traffic volumes, challenging intersections, and limited wayfinding information.

The following recommendations will improve bicycle facilities in and around the RCRD (The letters correspond to Map 3.11):

**A** Implement cycle tracks/protected bike lanes along the priority bicycle routes of N. Nash Street, Wilson Boulevard, Fort Myer Drive, and N. Lynn Street. Look for near-term implementation opportunities through basic striping and flexible bollards where possible.

**B** Reduce bike-vehicle conflicts at busy intersections by applying intersection treatments such as marked bike travel paths through intersections, bike boxes, or protected intersection design.

**C** Improve wayfinding signage for cyclists in Rosslyn and on connecting bike routes.

**D** Study the costs and feasibility for construction of a Custis Trail underpass of Lynn Street in the Rosslyn Circle area.

Implement near-term at-grade improvements, such as curb and signal modifications as feasible to enhance overall user safety.

**E** Increase street-side bicycle parking opportunities and enhance provision of secure bicycle parking within existing and planned buildings. Increase street-side bicycle parking opportunities and enhance provision of secure bicycle parking within existing and planned buildings. Explore feasibility and potential locations for a centralized bicycle parking facility in Rosslyn.

**F** Continue to expand the Capital Bikeshare system through addition of new stations at selected Rosslyn locations and elsewhere throughout Arlington.

**G** Improve access to nearby riverfront park amenities including the Mount Vernon Trail and Theodore Roosevelt Island through and iconic and attractive pedestrian/bicycle bridge over I-66.

One type of protected bike lanes use a buffer and pylons to separate cyclists from traffic.
This diagram depicts a proposed future condition in Rosslyn, combining existing facilities with new planned facilities to create a more connected bicycle network.
TRANSPORTATION DEMAND MANAGEMENT & PARKING

“Mode split” refers to the ways commuters travel to and from an area, whether by driving alone, carpooling, walking, bicycling, or taking public transit. For Rosslyn, defining a target mode split that shifts away from drive alone trips toward transit, bicycling, walking and other alternatives requiring less roadway space is an important benchmark. As demonstrated in the “Rosslyn Worker Commute Share” diagram (Chart 3.3), the primary goal is to reduce the drive alone share from approximately half of all trips to approximately one-third of all trips. In addition to the recommended transportation network outlined in this chapter, significant and deliberate policies will be needed to achieve this shift.

Priority enhancements to TDM policy

Arlington’s established transportation demand management (TDM) programs, which offer workers and residents incentives to travel using modes other than driving alone, already influence parking demand and supply within Rosslyn. Important opportunities to enhance these programs in the future and help achieve the target of reducing the share of drive-alone trips made in and around Rosslyn are listed below:

1. Support teleworking and compressed work scheduling by providing services needed to help employers/employees.
2. Increase attention to ride-sharing and matching, particularly for residents of those areas where transit options are limited.
3. Implement physical improvements and awareness promotions to encourage greater number of “slugging” carpools.
4. Consider the formation of a Rosslyn Transportation Demand Management District.
5. Leverage the recent opening of the new Commuter Store located near the Rosslyn Metro station entrance.
6. Explore enhancements to existing policies that incentivize or require transit pass provisions (“Transit Fare Media”) as part of future site plan development approvals.

A proposed increase in almost all non-drive alone commute modes requires deliberate policies and multimodal planning to accomplish.
Off-Street Parking
Rosslyn contains roughly 22,000 parking spaces (roughly 1.25 spaces per 1,000sf of gross building floor area, on average) in privately controlled parking garages. Occupancy of off-street parking varies by location, but many garages have capacities that exceed demand. New development projects, though built to lower parking ratios than past projects, still tend to include significant amounts of parking due to much larger buildings. Recently built and approved development projects in central Rosslyn have often located much of this parking above grade, above the ground floor and surmounted by occupied floors, because sub-surface rock dramatically increases the costs of building underground parking.

Moving forward, the development review process should aim to require no more parking than is needed to support proposed uses and intensity for a site. This can be supported by encouraging more efficient use of existing parking and greater utilization of walking, transit and bicycling alternatives instead. Striking a balance between parking supply and demand offers several important advantages—reducing traffic growth, reducing building volume devoted to parking, and avoiding the significant costs of building parking, while enabling developers to invest more in other means of creating value. The following recommendations will help to support these and other objectives related to parking:

• Incorporate shared parking as part of all new and amended site plans where feasible.
• Strengthen relationships of TDM policy to building form and development approval policy (e.g. requiring parking to be unbundled).
• Discourage above grade parking, but where permitted, apply standards for wrapping such above grade parking with building space accommodating active uses (see Urban Design Guidelines).
• Strongly encourage provision of alleys and off-street loading areas as part of redevelopment.
• Encourage use of parking garages through dynamic pricing strategies.
• Regularly revisit parking requirements for the “C-O Rosslyn” district to see if adjustments are warranted based on real-world experience.
• Improve parking user information, wayfinding, signage and electronic displays.
• Encourage use of high-capacity vehicle storage technologies.
• Study possibility of providing real-time information on parking availability, using up-to-date information technology.
• Coordinate with Rosslyn BID on efforts to apply common signage policy among private parking locations.
Curb Space

Curb space in Rosslyn is a valuable commodity. Given the competing demands for a finite amount of physical space, it is critical to define an appropriate balance between uses while maintaining active and walkable streets. To that end, County transportation policy has defined the following curb space priorities, noting that parking is “often not the highest priority for curb space.” In some cases the relative priority will change during the course of a day or week so that different uses could have higher priority at certain times.

1. Public safety or emergency access
2. Curb nubs for pedestrian safety
3. Bus stops
4. Taxi stands and short-term delivery
5. Para-transit pick up
6. Short-term retail customer parking
7. Parking for persons with disabilities

In addition to the County’s priority list, Rosslyn has several other unique uses competing for curb space. The following uses (not listed in priority order) should be considered in future street and streetscape planning in Rosslyn. The demand and applicability of each use will vary by location and time.

• Layover for tour buses
• Pick-up and drop-off locations for tour buses and interstate buses
• Valet parking
• Parking for car share vehicles
• Parking for bicycles (including bike share)
• Private shuttle services
• Motorcycle and scooter parking
• “Slug” lines (ride-sharing pick-up)
• Occasional temporary use for “parklets” and/or vending trucks as an opportunity to add destination activities in public spaces and expand retail and park choices

Considering the multiple priorities, on-street parking policies should support flexible use and manage demand. The following recommendations support the goal of making the best use of Rosslyn’s limited curb space:
• Consider changes to parking rates and hours for on-street parking to achieve more efficient use of the available parking supply and encourage greater use of off-street garages.
• Reevaluate “no parking” areas to see if space can be repurposed.
• Employ time-of-day strategies that allocate curb space to the highest-priority use at different times across the 24-hour day.
• Utilize pricing strategies for achieving better matching of parking demand and availability.
• Complete installation of multi-space meters and pay-by-cellphone technology to enable more cars to park within a given parking area and expand user convenience.

Traffic Volume Management
A number of key recommendations are offered to improve traffic volume management, some of which are tied to the street network changes recommended earlier in this chapter. Several of these require additional study and analysis moving forward.
• Continue use of Intelligent Transportation System (ITS) measures to monitor traffic flow via traffic cameras, signal timing modifications and real time travel information. This will continue regardless of decisions made about two-way conversions.
• Study potential bypass ramps for through traffic (see following section for detail).
• Determine the best strategy for phased implementation of two-way traffic operation on Fort Myer Drive and Lynn Street.
• Develop a strategy for monitoring potential negative traffic impacts (i.e., cut-through traffic in adjacent neighborhoods, access challenges for Rosslyn properties) and implementing mitigation measures during early stages of implementation of two-way traffic and other changes.
**Arterial Ramp Connections/Bypass**
Rosslyn's streets currently accommodate pass through traffic from regional highways around Rosslyn. The opportunities to keep this traffic on regional highways and off of Rosslyn's streets were preliminarily analyzed. Further coordination with state and federal partners is recommended in order to pursue these options further.

Potential opportunities should be explored to add a connection between Arlington Boulevard/US-50 eastbound to Interstate 66 westbound/VA-110 northbound, thus enabling access to the Key Bridge from Arlington Boulevard. At peak morning periods this could take the equivalent of one lane's volume of traffic off of N. Lynn Street. Potential challenges that would need to be mitigated with such a connection include confirming feasibility of ramp geometry, potential encroachment on designated NCPC memorial area(s), the addition of more right turning traffic at the intersection of Lee Highway and N. Lynn Street (which could worsen the significant conflicts between vehicles, pedestrians and bicycles at this intersection).
Among all Rosslyn’s streets, Fort Myer Drive offers the most dramatic opportunity to transform from a highway-like environment to one welcoming walking, biking, and using transit.

Among all Rosslyn’s streets, North Fort Myer Drive (left) and North Lynn Street offer the most dramatic opportunity to transform a highway-like environment to one welcoming walking, biking, and using transit.
PARKS AND OPEN SPACE

The future Rosslyn will be an urban district that celebrates the experience of nature and recreation through its diverse network of public parks, open spaces, and tree-lined streets. Rosslyn will possess a well-balanced and connected urban open space system, featuring excellent connections to the surrounding regional and federal park systems. A comprehensive parks and open space system that promotes community health and well-being includes accessible public spaces for civic engagement and respite from the urban environment, for recreation opportunities and quality of life amenities, and for connective infrastructure linking these features throughout the network. This system can be achieved by enhancing and repurposing existing public open spaces in Central Rosslyn, while creating new spaces in strategic locations to complete a balanced network of public parks and open spaces.

Rosslyn’s new public open space system emerges out of the demographic trends, needs analysis and programmatic priorities drawn from an analysis of existing conditions. Over time, the parks and open spaces will establish a new setting and position 21st century Rosslyn as a dynamic live/work/play environment strongly defined by its active public parks and streets. As set forth in this plan, Rosslyn’s future public open space system will be comprised of spaces that have diverse sizes, character, and programming opportunities, in a manner that best serves the Rosslyn community’s active and passive recreation needs.

Key Considerations

The parks and public open spaces located within and around Rosslyn lack adequate connections, design and programming.

Existing park and plaza spaces often do not support the wide range of activities that Rosslyn’s increasingly diverse population desires.

As Rosslyn’s largest and most prominent park, Gateway Park is separated from Rosslyn’s core by busy streets and is visually separated by skywalk structures, making it inconvenient and uninviting for many people to use.

Freedom Park has great views and potential yet its access points are limited.
A more accessible, expanded Freedom Park, conveniently connected to Rosslyn streets and neighborhoods, can serve as Arlington’s own version of New York’s High Line integrating active open space with high-value development.
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.

**Destination spaces**

- Unique features attracting visitors from the community, region and beyond (e.g. vista, monument, programmed events)
- Typically larger in size, can be multi-use in function

**Recreation spaces**

- Used for active recreation and leisure activities.
- Amenities can include playgrounds, sport facilities, dog parks, trails, etc.
- Serving the neighborhood, the community, or even the region depending on the scale

The parks within the RCRD are outlined in the chart on page 125, including an “identity” description, reference to the relevant framework policy directive, and a brief sentence that describes each park’s design features. More detailed descriptions are provided in the pages that follow.
**Revitalizing spaces**

- Opportunity for respite, socializing, transition, reflection, and connection to nature
- Size and form may vary from small urban plazas and intimate spaces in larger parks to nature preserves, using hardscape and/or softscape features
- Amenities may include seating, picnic tables, gardens, walking trails, public art, or other suitable features

**Linking spaces**

- Connections between open spaces as part of an integrated, accessible network
- Often linear in form (e.g., trails, greenways, streets, linear plazas)
- Amenities include greenery and vegetation, seating, lighting, ecological corridors
The RCRD is expected to gain a significant number of new employees and a more modest number of new residents by 2040. In the larger park and demographic context of the Rosslyn Metro Station Area, and counting an improved Gateway Park, new Esplanade, and improved publicly accessible privately-owned spaces toward available park area calculations, the resulting available park area per resident would be comparable to current averages in the Rosslyn-Ballston corridor as a whole. Available park area per employee would increase modestly but remain lower than current averages in the Rosslyn-Ballston corridor.

### Chart 3.4: Potential Future Rosslyn Metro Station Area Park Area

Calculations include “public parks” according to the County’s official map AND privately owned publicly accessible open space. National Park Service and other Federal parkland is excluded.

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>ACREAGE OF AREA</th>
<th>TOTAL PARK ACREAGE ESTIMATE</th>
<th>NUMBER OF RESIDENTS</th>
<th>ACRES PER 1,000 RESIDENTS</th>
<th>NUMBER OF EMPLOYEES</th>
<th>ACRES PER 1,000 EMPLOYEES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rosslyn RCRD (2010)</td>
<td>73</td>
<td>7*</td>
<td>672</td>
<td>10</td>
<td>23,100</td>
<td>0.3</td>
</tr>
<tr>
<td>Rosslyn RCRD Future (2040)</td>
<td>73</td>
<td>9.0**</td>
<td>2,250–4,500</td>
<td>4.0–2.0</td>
<td>33,100–37,100</td>
<td>0.3–0.2</td>
</tr>
<tr>
<td>Rosslyn RCRD Future (+ Gateway Park)</td>
<td>76.4</td>
<td>12.4</td>
<td>2,250–4,500</td>
<td>5.5–2.8</td>
<td>33,100–37,100</td>
<td>0.4–0.3</td>
</tr>
<tr>
<td>Rosslyn RCRD Future (+ Gateway Park + Esplanade)</td>
<td>78.8</td>
<td>14.8</td>
<td>2,250–4,500</td>
<td>6.6–3.3</td>
<td>33,100–37,100</td>
<td>0.4–0.4</td>
</tr>
<tr>
<td>Rosslyn Station Area (2013)</td>
<td>288</td>
<td>14.7</td>
<td>11,095</td>
<td>1.32</td>
<td>34,696</td>
<td>0.4</td>
</tr>
<tr>
<td>Rosslyn Station Area Future (2040)</td>
<td>288</td>
<td>22.3</td>
<td>16,800–19,000</td>
<td>1.3–1.2</td>
<td>38,300–42,300</td>
<td>0.6–0.5</td>
</tr>
</tbody>
</table>

* includes 3.8 acres of privately held, publicly accessible plaza space; accessibility, quality and utilization often poor

** net total after removal of 3.2 acres of underutilized plaza space included in 2010 total, and addition of 5.2 acres of new high-quality plaza and park space

SOURCE: CPHD—PLANNING DIVISION: PLANNING AND RESEARCH TEAM, JUNE 2013
## Chart 3.5 | Rosslyn’s New and Revitalized Parks—At a Glance

<table>
<thead>
<tr>
<th>Park</th>
<th>Identity</th>
<th>Relevance to Framework Policy Directives</th>
<th>Typology</th>
<th>Park Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Esplanade</td>
<td>Rosslyn’s Potomac Promenade</td>
<td>P1</td>
<td>Linking Space</td>
<td>Linear green space that creates a “front” to Rosslyn and ties into the regional park system</td>
</tr>
<tr>
<td>18th Street Corridor</td>
<td>Rosslyn’s New Urban Spine</td>
<td>P2, P6</td>
<td>Linking Space</td>
<td>Variety of potential programming; hardscape/softscape; links entire district west to east</td>
</tr>
<tr>
<td>Oak and Key Plaza</td>
<td>Rosslyn’s Connection to North Rosslyn</td>
<td>P6</td>
<td>Revitalizing Space</td>
<td>Park with outdoor dining and gardens integrated with development and neighborhoods</td>
</tr>
<tr>
<td>Ames Center Plaza</td>
<td>The Rosslyn Steps</td>
<td>P4</td>
<td>Revitalizing Space</td>
<td>Mid-block plaza with steps, ramps, and/or escalator, with areas of planting, outdoor dining, and small retail</td>
</tr>
<tr>
<td>Metro Station Plaza</td>
<td>Public Interaction Around Transit</td>
<td>P4</td>
<td>Revitalizing Space</td>
<td>Public plaza with canopied areas, retail, public art and music</td>
</tr>
<tr>
<td>Central Place Plaza</td>
<td>The Heart of Rosslyn</td>
<td>P4</td>
<td>Revitalizing Space</td>
<td>Public plaza with new Metro canopy, outdoor seating, public art and landscape</td>
</tr>
<tr>
<td>Rosslyn Plaza Park</td>
<td>Rosslyn’s Terrace on the Potomac</td>
<td>P4, P9</td>
<td>Destination/Recreation Space</td>
<td>Large, consolidated park linked to surrounding development and available for flexible programs and active recreation</td>
</tr>
<tr>
<td>Freedom Park</td>
<td>The Elevated Green Promenade</td>
<td>P3, P4, P9</td>
<td>Linking Space</td>
<td>Expansion of existing green space opportunities, views and activities on the elevated surface</td>
</tr>
<tr>
<td>Gateway Park</td>
<td>Rosslyn’s Front Door and Regional Activity Hub</td>
<td>P5</td>
<td>Destination/Recreation Space</td>
<td>Destination and gateway park to the north for neighborhood recreation and large events</td>
</tr>
<tr>
<td>Dark Star Park</td>
<td>The Arts Gateway</td>
<td>P8</td>
<td>Revitalizing Space</td>
<td>Iconic public art gateway located near Marine Corps Memorial</td>
</tr>
</tbody>
</table>
The map on the following page depicts the locations of new and revitalized parks, both within and outside the RCRD. Refer to map 3.11 for the bicycle and trail network that will link places together. The illustrative plan (see page 69) also provides a representation of the future “green network” based on just one way the area could develop consistent with the sector plan’s recommendations.

Other existing or planned parks and open spaces in Rosslyn but outside of the RCRD add important community value. Those parks include:

- National Parklands along the Potomac River
- Marine Corps War Memorial (Iwo Jima) south of Rosslyn
- Rosslyn Circle north of Gateway Park at the southern terminus of the Key Bridge
- Proposed Potomac River Boathouse along the riverfront east of the Key Bridge
- Proposed public open space at Rosslyn Highlands Park and Wilson School Grounds at 18th Street and N. Quinn Street
- Hillside Park at 16th Street N. and N. Pierce Street
- Belvedere Park at 16th Road N. and N. Oak Street
- Key Boulevard Community Gardens in the vicinity of N. Quinn Street

A variety of new and revitalized parks in Rosslyn will complete a balanced public open space system that offers both passive and active recreation opportunities for all. The details of the new and revitalized parks, including key characteristics, are described on the following pages.
The proposed parks and open space network creates several new, high-quality open spaces linked by the Esplanade and the 18th Street Corridor, and renovates existing parks to better serve a variety of uses.

* Open space development at the Wilson School and Rosslyn Highlands Park site is under review as part of the West Rosslyn Area Planning Study. While the ultimate size and location is still to be determined, the study has set a goal to provide a maximum of 60,000 square feet total open space.
REVITALIZED EXISTING PARKS

Gateway Park: “Rosslyn’s Front Door and Regional Hub for Recreational and Cultural Activity”

Gateway Park provides an extraordinary opportunity to become a welcoming, integrated, active gateway to Rosslyn, Arlington, and the Commonwealth of Virginia from the north. In its current form, large expanses of paving surround underutilized green lawns with little programming to activate its variously scaled spaces. Large ramps and ventilation structures on the park’s north and south sides make the space feel imposing and off-limits. These structures also block views between the Key Bridge and eastbound Lee Highway. Belted by high-speed roadways, Gateway Park is perceived as difficult and dangerous to access. The park is inwardly focused, fragmented, and rather disconnected from its surrounding context.

Key concepts for the redesign of Gateway Park include better integrating the park into Rosslyn’s urban fabric, making a clear programmatic distinction on either side of Fort Myer Drive, and designing the park for everyday neighborhood recreation. Removing the existing concrete ramps and skywalks will provide greater access and views between the park and Central Rosslyn and will create additional space for programming. An integrated path system and landscape connections to the George Washington Memorial Parkway should also be envisioned, tying into the designated Rosslyn Circle memorial/monument site, Key Bridge, Custis and Mount Vernon Trails, as well as the Esplanade. On the west side, multipurpose courts (e.g. volley-

Gateway Park (outlined in the black dashed line) will be a reinvented green space and neighborhood park accommodating a variety of uses. Removing existing overhead infrastructure elements would open up significant views, access and other opportunities for improvement.
ball, tennis, basketball, badminton) and a children’s playground could be fixed elements along a new path system, surrounded by bold plantings. To the east, a more expansive, flexible-use lawn space is envisioned, with adjoining seating areas, places for food kiosks, and stations for bicyclists and joggers utilizing the riverfront paths.

**KEY CHARACTERISTICS**

| SIZE (APPROXIMATE): | 3.4 acres |
| UNIQUE ADJACENCIES: | GW Memorial Parkway, Key Bridge, Potomac River |
| ACCESS: | Ft. Myer Drive, Lee Highway, North Lynn St, North Nash St. |
| VIEWS: | Georgetown, National Cathedral |

**PROGRAMS (PRIORITY PROGRAMS IN BOLD):**

- Large event space and lawn seating for live music, films
- Neighborhood recreational courts
- Canine friendly area
- Kiosks, café, food trucks
- Children’s play
- Circuit training
- Meditative arts—yoga and tai chi
- Seasonal gardens
- Water features
- Bike and jogging station
- Information and wayfinding point for connected memorial site and regional pathways
- Potomac River boathouse connection

**PROGRAM CRITERIA:**

Gateway Park is highly visible and accessible and is the largest green space connected to the RCRD aside from the National Parklands. Located in proximity to residential neighborhoods west and north of the RCRD, Gateway Park’s substantial size and position allow it to be both an events space as well as a valuable neighborhood recreation amenity. The park is both a gateway into Rosslyn and a gateway towards the Potomac River and National Parklands from Rosslyn as well. Views to the Potomac, adjacency to North Rosslyn, connections to the Esplanade, Rosslyn Circle, mixed-use housing, office, hotel, and ground level retail along the northern edge of the RCRD will all drive significant activity in Gateway Park.

**OWNERSHIP/MANAGEMENT:**

Arlington County through agreement with VDOT

**IMPLEMENTATION:**

Resume Gateway Park planning process in near-term
Dark Star Park: “The Arts Gateway”

Dark Star Park sits in the triangular southern point of Rosslyn where N. Lynn Street and N. Fort Myer Drive merge and become N. Meade Street. This unique public space and Arlington’s first public art installation—created by pioneer Land Artist Nancy Holt—has served as an iconic gateway into Rosslyn from Arlington Boulevard and points south for more than thirty years. Many visitors know the park for its annual solar and shadow alignment design feature. On August 1 at 9:32 AM, the shadows cast by two spheres and four nearby poles align with permanent asphalt shadow patterns on the ground. This date is important as it commemorates the day in 1860 when the land for Rosslyn was purchased.

Opportunity exists to rehabilitate Dark Star Park and more fully restore the renowned work of public art that is Rosslyn’s gateway from the south. Dark Star Park 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 sidewalk 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.
Dark Star Park today features artwork, undulating terrain, and lush landscaping but could use renovations to update and preserve its appearance.

<table>
<thead>
<tr>
<th>KEY CHARACTERISTICS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>SIZE (APPROXIMATE):</td>
<td>0.7 acres</td>
</tr>
<tr>
<td>UNIQUE ADJACENCIES:</td>
<td>Marine Corps Memorial, Netherlands Carillon, Arlington National Cemetery</td>
</tr>
<tr>
<td>ACCESS:</td>
<td>Arlington Boulevard, North Meade Street, North Lynn Street, North Fort Myer Drive, North Fairfax Drive</td>
</tr>
<tr>
<td>VIEWS:</td>
<td>Surrounding development and streets</td>
</tr>
</tbody>
</table>
| PROGRAMS (PRIORITY PROGRAMS IN BOLD): | • 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 Dark Star Park and more fully restore the renowned work of public art that is Rosslyn’s gateway from the south. Dark Star Park 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 sidewalk 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 |
Freedom Park: “The Elevated Green Promenade”
The transformation of Rosslyn’s former “Loop Road” into a public park invariably draws comparisons to New York City’s more recently completed High Line. The park’s high elevation over Wilson Boulevard and N. Lynn Street offer dramatic views toward the National Cathedral and Monumental Core as well as Rosslyn itself. Freedom Park, however, needs more appeal as a destination and greater access to and from adjacent streets and buildings to function better. An adjacent landowner maintains the attractively landscaped park and provides elevator access via 1100 Wilson Boulevard. Nevertheless most people on the street lack visual connection and motivation to ascend to the park. The locations where Freedom Park’s walks do connect to streets at grade—midblock along N. Kent Street, at the northern edge of River Place along N. Lynn Street, and at 17th Street N. between Fort Myer Drive and N. Lynn Street—are also relatively hidden.

As part of the overall theme to transform major streets into great public spaces, Freedom Park will expand westward into an underutilized section of 17th Street N. and potentially north along Kent Street toward 19th Street N. to become a more accessible, prominent, and versatile green corridor. A host of potential activities could include flexible programming (yoga classes, parklets) in informal zones as well as spill-over cafés and other out-
door dining opportunities. Ensuring compatible building design and programming at the park level will be critical to achieving an active corridor. Due to Freedom Park’s direct connections to the street network, it presents a special opportunity to incorporate distinctive Rosslyn streetscape elements. Partnering with the Rosslyn BID on these initiatives should be considered, as discussed further in the urban design guidelines. A key addition to enhance access at the central portion of the park would be a public elevator at N. Lynn Street, along with the installation of signage to identify the existing public access at 1100 Wilson Boulevard. Due to potential capacity limitations of the bridge structures that support portions of the park, lightweight soils and other lightweight landscape/streetscape materials and technologies should be considered if warranted.

<table>
<thead>
<tr>
<th>KEY CHARACTERISTICS</th>
</tr>
</thead>
<tbody>
<tr>
<td>SIZE (APPROXIMATE):</td>
</tr>
<tr>
<td>UNIQUE ADJACENCIES:</td>
</tr>
<tr>
<td>ACCESS:</td>
</tr>
<tr>
<td>VIEWS:</td>
</tr>
</tbody>
</table>

**PROGRAMS (PRIORITY PROGRAMS IN BOLD):**
- Walking/strolling with views to Rosslyn (possible “green circle” walking loop tied into Kent, 19th, Nash and 17th Streets)
- Social recreation (bocce, yoga, dance, tai chi, etc.)
- High quality landscape features
- Outdoor dining
- Sitting and relaxing
- Green design (stormwater management, large planters, trees)
- Coordinated lighting and paving
- Civic art/parklets/themed programming including music and other performing arts

**PROGRAM CRITERIA:**
Freedom Park offers a convenient, “intersection-free” experience as an elevated park over major roadways, linking existing housing on Clarendon Boulevard to the west and Rosslyn Plaza and the Esplanade to the east. Adjacent to a mix of uses including the River Place development to the south, Freedom Park allows views up and down Ft. Myer Drive and Lynn Street, up and down Wilson Boulevard, and out to the Washington monument. Access from below and connectivity to surrounding streets, buildings, and other parks and open spaces should be key design elements.

**OWNERSHIP/MANAGEMENT:**
Add public easement in areas of current private ownership. Public ownership at existing public street areas.

**IMPLEMENTATION:**
Coordinate with potential redevelopment of Key and/or Berkeley Buildings.
**CREATING NEW PARKS**

**The Esplanade: “Rosslyn’s Potomac Promenade”**

The eastern edge of Rosslyn has always been something of a “back wall,” with Theodore Roosevelt Island in clear view and parts of the Potomac River and Washington Monument visible, but otherwise cut off visually and physically by Interstate 66 and the George Washington Memorial Parkway. Ground floors of buildings facing this edge are primarily blank walls or service entries. This entire east-facing edge has been re-imagined as a new Esplanade and Rosslyn’s “promenade” on the Potomac. The Esplanade will be a linear north/south park incorporating a continuous recreational path and pedestrian promenade, as well as destination seating, viewpoints, and other programming, sometimes overlapping with adjacent parks like Rosslyn Plaza Park and Gateway Park. The Esplanade should include signature plantings, furnishings, and public art elements that provide canopy, retain views, feature engaging spaces, and help screen the adjacent highway.

Connecting the Esplanade into Rosslyn’s larger network of public streets and green spaces is critical to achieving its potential as a highly accessible and active place and Rosslyn’s signature open space. The Esplanade should include pedestrian connections to N. Kent Street and Freedom Park; to Wilson Boulevard and 19th Street N.; and to a potential multi-use path connection across Interstate 66 that would access George Washington Memorial Parkway as a recreation and park amenity. This connection could be a significant and iconic pedestrian and bicycle bridge that would link the Esplanade to the riverfront park system and pathways, Theodore Roosevelt Island, the Mount Vernon Trail, and more directly connect Rosslyn with Foggy Bottom and the National Mall via the Theodore Roosevelt Bridge. With multi-purpose paths, trails, and sidewalks for pedestrians and cyclists and views of the landscape along the Potomac River, the Esplanade will be Rosslyn’s transformative green public space facing Washington, D.C.
This precedent for the Esplanade shows Arlington’s Long Bridge Park Esplanade, a popular and engaging linear path with unifying features that connects a variety of different settings.

### Key Characteristics

<table>
<thead>
<tr>
<th><strong>Size (Approximate):</strong></th>
<th>2.4 acres</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Unique Adjacencies:</strong></td>
<td>Theodore Roosevelt Island, regional linkages</td>
</tr>
<tr>
<td><strong>Access:</strong></td>
<td>Rosslyn Plaza Park, Wilson Boulevard, Gateway Park</td>
</tr>
<tr>
<td><strong>Views:</strong></td>
<td>National Cathedral, Theodore Roosevelt Island, Potomac River landscape, selected water views, Marine Corps Memorial, Washington Monument</td>
</tr>
<tr>
<td><strong>Programs</strong></td>
<td><strong>Priority Programs in Bold:</strong></td>
</tr>
<tr>
<td></td>
<td>• Multi-purpose pathways</td>
</tr>
<tr>
<td></td>
<td>• Sitting and resting areas</td>
</tr>
<tr>
<td></td>
<td>• Access and views to the Potomac River landscape</td>
</tr>
<tr>
<td></td>
<td>• Walking/strolling</td>
</tr>
<tr>
<td></td>
<td>• Cycling</td>
</tr>
<tr>
<td></td>
<td>• Public art</td>
</tr>
<tr>
<td></td>
<td>• Pedestrian bridge connecting to waterfront park</td>
</tr>
<tr>
<td></td>
<td>• Seasonal gardens</td>
</tr>
<tr>
<td><strong>Program Criteria:</strong></td>
<td>The Esplanade is defined by its presence along the entire edge of the RCRD which fronts onto the Potomac River corridor. The Esplanade would accommodate active walking, bicycling and strolling along its linear pathway system that would feature a variety of widths, vegetated conditions, and key viewpoints. Connections to Rosslyn Plaza Park, Gateway Park, North Rosslyn and River Place neighborhoods, and the Custis and Mt. Vernon Trails will support activity on the Esplanade.</td>
</tr>
<tr>
<td><strong>Ownership/Management:</strong></td>
<td>Mix of public along existing rights of way; private ownership/public easement on private parcels; NPS and/or VDOT ownership on respective land areas, with coordinated management</td>
</tr>
<tr>
<td><strong>Implementation:</strong></td>
<td>Ongoing Esplanade path improvements at Lynn St and Lee Highway</td>
</tr>
</tbody>
</table>
CONCEPTUAL SECTIONS AT DIFFERENT ESPLANADE LOCATIONS

Different segments of the Esplanade would exist among a variety of different conditions. While some segments would follow streets, others would connect between streets; some segments adjoin highways while others adjoin buildings or parks. These sections describe the major features at representative locations.

**Lynn Street Bridge**
*Proposed: road diet, esplanade*

**Lee Highway (eastbound)**
*Proposed: road diet, esplanade*

*Figure 3.2 - Conceptual Sections at Different Esplanade Locations*
I-66/Waterview
Proposed: esplanade

I-66/Arlington Ridge Road
Proposed: esplanade, street

Wilson Boulevard/Fairfax Drive
Proposed: esplanade
18th Street Corridor: “Rosslyn’s New Urban Spine”

Surrounded by a high intensity of people and existing and proposed mixed-use development, the future 18th Street Corridor will comprise a series of dynamic and memorable public open spaces running through the heart of Rosslyn. It will be a contemporary replacement to the skywalk network segments that have followed a similar path, will create a corridor of visual and physical connectivity, and will accommodate significant topographic changes in ways that celebrate Rosslyn’s sloping hillside location. A key element of the corridor will be a segment of “complete streets” between N. Lynn Street and Arlington Ridge Road that will further promote a pedestrian-oriented, park like setting.

As a site intended to accommodate a wealth of activities, its various and multi-scaled spaces will attract a mix of people at all times of day, on weekdays and weekends alike. The range of parks and public spaces along this corridor will extend from a new public open space to the west (near the Wilson School grounds) to the new Rosslyn Plaza Park in the east and connecting further to the Potomac River landscape. This public realm network provides a varied and rich combination of spaces with retail and dining, art, landscape gardens, intimate spaces for conversation and relaxation, and larger spaces for group gatherings and activities, integrated with tree canopy and vegetation. Common design elements could be carried through in the different spaces but a variety of experiences is encouraged. The corridor offers key opportunities for public art and a corridor-wide public art plan should be developed.

The Rosslyn Metro Station is centrally positioned within this public space corridor and will serve as an important center of activity and retail concentration. The 18th Street Corridor will provide a convenient linear circulation route while connecting the residential neighborhoods west of the RCRD to and through Oak and Key Plaza, the Ames Center site, Metro Station Plaza, Central Place Plaza, Rosslyn Plaza Park, the Esplanade and further beyond to the Potomac River landscape.

The 18th Street Corridor of Parks offers rich opportunities as an exciting place for walking, dining, and enjoying art and other destination activities.

KEY RELATED POLICIES

P2 | Create new linear connecting public open spaces, including the 18th Street public way from North Quinn Street to the Esplanade, and others classified and depicted in Map 3.33: Public Parks and Open Space.

P3 | Enhance Freedom Park with greatly improved access, programming and edge conditions, while extending the park deeper into the fabric of Rosslyn.

P4 | Re-design existing parks and plazas, as well as design and create new parks and plazas and program them with a lively and diverse mix of activities such as structured and informal recreation, children’s play, community gardens and community canine areas. Community participation involving neighborhood and business groups will guide the realization of this network of bold, visible public spaces.

P9 | Provide and enhance areas for the reflective, restful and passive leisure elements of public parks and open spaces in Rosslyn throughout the streetscape and path network, and strategically in new or existing open spaces such as the Esplanade, 18th Street Corridor, Freedom Park, and Dark Star Park.
Figure 3.3 - A view of the 18th Street Corridor of Parks looking east past the Metro station towards the Esplanade. A diverse series of public open spaces would be linked to create a new “urban spine” for Rosslyn.
Figure 3.4 - Seattle’s Harbor Steps demonstrate the opportunities for views, plantings, and places for movement and gathering possible with steps and terraces between N. Nash Street and N. Fort Myer Drive.
Oak and Key Plaza: “Connection to North Rosslyn”
When built, the recently approved site plan at 1401 Wilson Boulevard/1400 Key Boulevard will include an active pedestrian plaza situated along the 18th Street Corridor. Per the approved site plan, this future plaza will include numerous zones and multi-use spaces, providing the opportunity for a range of activities within the overall plaza. The design of the plaza will support small recreation courts such as bocce, interactive water jets, upper and lower garden areas, interactive art, outdoor seating and café areas, and a mix of canopy trees and landscape plantings.

Ames Center Plaza: “The Rosslyn Steps”
This segment of the 18th Street Corridor will be created through the site of the existing Ames Center with redevelopment of the property. Given its location between two planned plazas (Oak and Key Plaza and Metro Station Plaza), this segment is generally envisioned to provide a public way through the site, with limited expectations for supporting plaza area. While this segment will also accommodate pedestrian and bicyclist travel only, it should maintain 60 feet between building faces, buildings should be sited to maintain direct visual and physical connections between Metro Station Plaza and the intersection of N. Oak Street and 18th Street N.

Metro Station Plaza: “Public Interaction Around Transit”
Located between N. Moore Street and Fort Myer Drive, the Rosslyn Metro Station main entrance is envisioned to be completely transformed from its existing conditions. By eliminating its vertical walls and removing the retail and other building space located above the station entrance, this area can be redefined into an open-air (though protected by glass overhead canopy) plaza focused around transit. Open plaza area can be maximized by relocating transit fare equipment below grade. Overall, this plaza will provide a much improved arrival experience for those traveling to Rosslyn via Metro, and will place them directly along the 18th Street Corridor. To be achieved, these major improvements will need to be coordinated with future efforts to renovate or redevelop the Rosslyn Metro Center building at 1700 N. Moore Street.

Central Place Plaza: “The Heart of Rosslyn”
When approved in 2007, the two towers of the Central Place site plan were organized around a central plaza, located mid-block and directly across N. Moore Street from the Rosslyn Metro Station entrance. With the site plan now under construction, Central Place Plaza should deliver by 2018, providing an exciting and active public space that can serve as the heart of Rosslyn. Through its design, the plaza will include open plaza area, an area of decking and performance space beneath an expansive canopy, trees, grand staircase and jump elevators to manage the change in elevation with N. Lynn Street, and fixed and movable seating areas. With the vision of the 18th Street extension through the RCRD, this plaza will become even more of a focal point and hub of activity for the RCRD.

In order to ensure a cohesive identity along the 18th Street Corridor, the plan recommends developing guidance on paving materials, landscape standards, lighting and street furniture for this new central spine in Rosslyn in coordination with and complementary to the streetscape elements in the rest of the district as described on pages 184 and 185.
Rosslyn Plaza Park: “Rosslyn's Terrace on the Potomac”
As the easternmost park along the 18th Street Corridor, the Rosslyn Plaza Park will be a large public space between Kent Street and the Esplanade. The park should be located along 18th Street N., either along the N. Kent Street or Arlington Ridge Road frontage. (See concept illustrations of these two alternatives on pages 148-149). Given Rosslyn Plaza’s current degree of separation from Rosslyn’s core, prominent programming and physical and visual access are vital to making the park a public destination. Excellent access and flexible programming are also important to invite and serve the broad diversity of people on site, in Rosslyn, and visiting from beyond. The park should be highly visible and easily accessible from public streets, including N. Kent Street and Arlington Ridge Road. While portions of the space may be framed by buildings with active ground level programming, other portions should emphasize open views to the sky and to a sense of arrival at the important intersection of the 18th Street Corridor, the Esplanade, Arlington Ridge Road, and the new pedestrian/bicycle bridge connecting toward Theodore Roosevelt Island.

A significant gathering space for day and nighttime use, Rosslyn Plaza Park should have the capacity to accommodate large events as well as recreational courts for active uses such as volleyball, half-court basketball and bocce and children’s play. Outdoor dining, associated with restaurants in adjacent buildings, would be a natural fit for this space, highlighting a new dining and retail destination in Rosslyn and activating adjacent park and street areas. Synergies between these uses and those along the Esplanade would make Rosslyn Plaza Park a prominent community destination point for a diverse range of people.
These precedents for Rosslyn Plaza Park demonstrate the varied activities possible here: small and large gathering spaces, different recreation opportunities, and connections over the interstate toward the Potomac River trails.
FIGURE 3.4 | ROSSLYN PLAZA PARK LOCATION ALTERNATIVE AT 18TH STREET AND ARLINGTON RIDGE ROAD

DISCLAIMER: THIS RENDERING IS AN ARTISTIC RENDITION OF ONE WAY THE SECTOR PLAN VISION AND RECOMMENDATIONS FOR THIS ELEMENT CAN BE ACHIEVED, FOR ILLUSTRATIVE PURPOSES ONLY.
FIGURE 3.5 | ROSSLYN PLAZA PARK LOCATION ALTERNATIVE AT 18TH STREET AND N. KENT STREET

DISCLAIMER: THIS RENDERING IS AN ARTISTIC RENDITION OF ONE WAY THE SECTOR PLAN VISION AND RECOMMENDATIONS FOR THIS ELEMENT CAN BE ACHIEVED, FOR ILLUSTRATIVE PURPOSES ONLY.
Ultimately, Rosslyn Plaza Park should be located along 18th Street N., either along the N. Kent Street or Arlington Ridge Road frontage. See concept illustrations of these two alternatives on pages 148-149. Regardless of the location, a future public open space at Rosslyn Plaza should meet the following performance criteria fully:

- Provide a consolidated, primary open space of about 1 acre in size;
- Accommodate a balanced mix of activities, including recreation, multiuse green space, and retail opportunities;
- Building form and design should support the balanced mix of activities, including active recreation, and maximize sunlight opportunities on the public open space during peak usage times;
- Provide visual and physical connectivity between the primary open space and 18th Street, the potential bridge connection towards Theodore Roosevelt Island, the Esplanade and other key routes to the space;
- Maintain a generous view corridor down 18th Street from Kent Street toward the esplanade;
- Buildings located in proximity to the open space and 18th Street should be signature buildings that respond to the surrounding open space and celebrate the view terminus.

Boathouse facility

Proposed for a general location east of the Key Bridge’s southern terminus, a Rosslyn boathouse would be outside of the RCRD but would serve as an important part of both the riverfront and surrounding parks and open space system, offering boating activity for the Arlington community. The National Park Service has been engaged in ongoing boathouse planning and will be an important implementation partner. Recent County acquisition of 1101 Lee Highway could help accommodate boathouse facilities and access and offers additional potential for improvements to the Custis and Mount Vernon Trails, as well as added or improved access to the Esplanade across Interstate 66. These actions and improvements will also advance progress towards the 2014 Chesapeake Bay Watershed Agreement’s stated goal of adding 300 new public access sites to the Bay between 2010 and 2025, with a strong emphasis on boating, swimming and fishing. Furthermore, should potential air rights development above Interstate 66 be realized in the future, it could present opportunities to include parking that might support boathouse activities or other related uses.

OTHER RECOMMENDATIONS FOR PARKS AND OPEN SPACE

Small on-site public spaces

In addition to the major parks and open spaces proposed in the Rosslyn Sector Plan, many development projects in Rosslyn have included smaller, on-site public spaces. These spaces are typically less than one-quarter acre in size, and examples include pocket parks and mini-plazas. Depending on their design, location, and programming, these spaces have achieved mixed results in attracting users and activity. Such spaces should be programmed with elements that ensure activity such as outdoor seating associated with adjacent retail, kiosks, and water features. When small public spaces are proposed as part of a new development, they should meet the urban design recommendations in the Urban Design, Building Height and Form section on pages 156. New open spaces should generally be located at grade and should maximize opportunities for views into/out of the space. In some cases, a proposed on-site public space, not envisioned in the proposed public open space network, may detract...
from the overall urban design vision for Rosslyn. In such cases, it may be preferable for a redevelopment project to contribute to the enhancement or creation of one of the key elements of the Rosslyn parks network, as described in the previous section.

**Tree canopy coverage**
The new and revitalized parks and open spaces proposed for Rosslyn will be prime opportunities to increase tree canopy coverage, which today is approximately 5% within the RCRD. Combined with new street trees that will be planted as streetscapes are improved, the total tree canopy coverage should meet or exceed the County’s goal of 15% for central business districts as outlined in the County’s Urban Forest Master Plan (also see Sustainability section). New development should provide appropriate, healthy street tree soil depth and quantities, providing 600–1,000 cubic feet per street tree and using alternative techniques, such as structural cells and continuous soil panels, where feasible. Opportunities to include trees on private spaces, such as green roofs, should also be pursued.

The additional tree canopy and planted area will enhance community health and sustainability by reducing solar heat gain and helping reduce energy use and carbon emissions for cooling buildings. It will also produce a more comfortable microclimate, encouraging people to walk and bike rather than drive, keeping transportation energy use and carbon emissions down and fitness levels up. The use of tree pit systems can also help cleanse and delay the flow of storm water, improving water quality in the Potomac River. In addition to these environmental benefits, increased tree canopy coverage will help provide a human scale within Rosslyn, bring nature into the city environment, and provide economic benefits to adjacent landowners.

**Pop-Up Parks and Parklets**
Rosslyn also offers opportunities for the temporary use of small areas of land for pop-up parks and parklets. Simply put, these facilities can include small underutilized paved areas or any number of on-street parking spaces that are temporarily repurposed for pedestrian use. When in place, these facilities can offer seating areas, gardens, bike parking, exercise and other amenities that enhance the public realm with tactical improvements in specific areas. In fact, over the past several years, two pop-up parks have been established in the RCRD, first along Wilson Blvd. at the site of the former Orleans House restaurant, and most recently on a paved space at the northwest corner of N. Moore Street and 19th Street N. In the future, exploration should be given to potential siting and timing of additional pop-up parks and parklets, and when involving the temporary use of on-street parking, should be considered in the full context of demands placed on the limited amount of curb space in the RCRD.

**On-Site Recreational Facilities for Tenants**
With redevelopment, there is the potential for individual buildings to incorporate on-site recreational facilities to meet some of the recreational or leisure needs of their future tenants. This is encouraged and the design and planning of site plan development applications should consider the inclusion of a potential range of active recreational facilities to help to address, in part, the likely increased demands on recreational facilities resulting from growing populations. Innovative and creative designs for recreational facilities should be utilized and may include facilities on rooftops, interior to, or exterior to buildings. The possibility of public accessibility to these facilities should be explored on a project by project basis.
As stated in the Plan Vision, Rosslyn will be a global destination with a dynamic skyline, unique vistas, and exceptional value. At the same time, it will also be a good neighbor to adjacent communities, making sensitive transitions of building form. Fulfilling these vision principles will call for effective guidance helping to shape the future physical form of Rosslyn’s streets, parks and plazas, and buildings. This section presents this guidance addressing the recommended future Urban Design and Building Height and Form qualities of Rosslyn that collectively can lead to the area’s continued transformation into an attractive and memorable place.

The focus of this section’s guidelines is on elevating Rosslyn’s physical form to a place where more people are drawn to live, to do business, and to spend leisure hours. The plan builds upon the smart growth development principles that continue to guide the transformation of Rosslyn, and lays the groundwork to foster vibrant and dynamic urban places through strategic and thoughtful urban design interventions. As components of urban design, recommendations for transportation and public open space described earlier in this plan will help turn streets into public places for people. Additional urban design recommendations in this section add specific attention to gateways, public art, streetscape and other elements.

PEAKS AND VALLEYS

In addition, the Rosslyn Sector Plan sets forth a new building heights policy for the RCRD that can more effectively achieve a Rosslyn that is a truly great place. The plan’s “Peaks and Valleys” approach will allow new buildings in Rosslyn to more effectively meet a wide range of performance criteria compared with the County’s preceding “Taper” policy for Rosslyn. Some of the related planning goals that Peaks and Valleys can more effectively advance include:

- Preserve Priority View Corridors from the public observation deck;
- Sensitive edge transitions to surrounding neighborhoods;
- Maintain ground level view corridors;
- Distinctive skyline;
- Balanced sun/shade opportunities;
- Great ground level public spaces and circulation;
- Buildings that can be marketable and accommodate a choice of uses; and
- Good daylight access to and views from all buildings.

Collectively, the guidance that follows includes a new building heights plan and other dimensional and physical design guidelines that support a variety of building heights in the RCRD and all the benefits that come with it.
Key Considerations

Rosslyn’s skyline continues to evolve, comprising a mix of older buildings from the 1960s and 1970s and new, taller buildings added since 2000.

The current state of guidance has led to inconsistent transitions to adjacent lower-density neighborhoods and minimal variation in the building heights that encompass the Rosslyn skyline.

Significant constraints posed by height restrictions due to airport flight paths, pressure for significant levels of density, and Rosslyn’s hilly terrain all limit how varied the Rosslyn skyline can become.

A wide variety of site conditions and buildable footprints in particular will influence the ease with which development may fit on individual sites.

Redevelopment is likely to continue, and can have major positive impacts on Rosslyn’s overall character and value in both the buildings and streetscapes provided for future populations.

Recommendations

The urban design guidelines set forth below communicate general objectives relating to preferred building height and massing, design, and streetscape and other public space characteristics of future development in the RCRD. The primary purpose of these guidelines is to provide guiding direction consistent with a “Peaks and Valleys” approach and inform the response to specific development proposals. As provided in this sector plan, these elements are guidelines, and not rules, unless particular items are subsequently codified as part of future Zoning Ordinance amendments.

As part of the process to develop this plan and the guidelines set forth below, several major constraints and feasibility parameters were important factors, and have influenced the recommended guidelines in many ways. Several of the more noteworthy considerations include:

• On sites approved by the FAA to date, aviation-related height restrictions have limited heights in the RCRD to a maximum of 470 feet above sea level in general, with more restrictive limits closer to the Potomac River. Should the FAA modify its stance on the acceptable building heights in the RCRD, whether trending above or below the 470’ feet above sea level mark, the building heights recommended in this plan may need to be revisited accordingly, consistent with the goals of the plan;

• Analysis of feasibility of redevelopment in the RCRD has suggested that densities generally approaching 9-10 FAR may be effective in incentivizing redevelopment of existing buildings, although the exact amount of FAR needed for redevelopment will depend on a number of factors;
• Redevelopment sites vary in terms of ground elevation and buildable footprint, thereby necessitating additional height to reach feasible densities on some sites; and
• Feasible floor plate sizes also limit the buildable footprint and impact the height of buildings.

DENSITY
The “C-O Rosslyn” zoning district permits a floor area ratio (FAR) of 3.8 for commercial/office uses and 4.8 for residential or hotel uses by special exception. The district further permits the County Board to grant additional density up to a maximum 10.0 FAR when the proposal offers important community benefits identified in approved plans for the area and meets the other special exception criteria of the Zoning Ordinance. This sector plan recommends maintaining the current zoning ordinance regulations with respect to a potential maximum of up to 10.0 FAR. To achieve the vision for Rosslyn, the plan recommends new guidelines as outlined in this chapter, which in some cases may limit achievable density below 10.0 FAR on some sites. Consistent with current County practice, the density associated with proposed redevelopment site plan projects will be calculated on the basis of pre-dedication site area; post approval, the site area will be reduced to account for the area of the site used for public street or park purposes.

The current zoning regulations do not provide any flexibility for the County Board to grant additional density above 10.0 FAR. The Plan recommends that the County Board should have the ability to consider, in specific instances necessary to accomplish transformational infrastructure elements identified in the plan, additional density above 10.0 FAR, where it could be consistent with the overall vision of the sector plan, major plan goals are advanced, and additional density is consistent with building height and form guidelines.

BUILDING HEIGHT AND FORM GUIDELINES
The recommended building form guidelines comprehensively address the policies set forth in the Plan Framework. These guidelines are intended to provide direction and guide building design and massing characteristics for future development in Rosslyn. Each guideline is designed to achieve the described intent, or any planning and design objective that is to be advanced through application of the guideline. The guidelines are not regulations and should be considered as flexible as long as the intent outlined in each guideline are achieved. In the spirit of affording creativity, projects that do not exactly follow the letter of every provision in the design guidelines, but nonetheless demonstrate an alternative approach that achieves the intent of the plan may be considered by the County Board within certain parameters. These parameters, as outlined below, are key to achieving the policies and are therefore envisioned to be incorporated, in a yet to be determined manner, through future amendments to the Zoning Ordinance as an implementation step immediately following adoption of the Sector Plan.

The guidelines are grouped into two categories addressing different portions of a building: the base and the tower.

• Measures addressing the base (1–5) aim to ensure the building design creates a consistently walkable, attractive environment in adjacent sidewalks and other public spaces. For purposes of this plan, the base of the building is defined as...
the first three to five stories of a building from the grade of the adjacent sidewalk or other public space.

- Measures addressing the tower (6–9) define acceptable envelopes for upper portions of buildings, with standards for overall building height, spacing from other buildings, shaping of the tower articulation of its facades and cap, and other elements. These measures apply to all floors located above the base.

Guidelines for density and stepback provisions for street and neighborhood scale transition as presented in this section will be reflected in future Zoning Ordinance amendments. The manner in which the building heights (including provisions for flexibility) will be reflected in the Zoning Ordinance is yet to be developed.

**Building form policy measures are grouped by the two major parts of a tall building: the base and the tower.**

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**Figure 3.6 | Building Height and Form Guidelines**

<table>
<thead>
<tr>
<th>BUILDING BASE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Buildable areas and edges</td>
</tr>
<tr>
<td>2. Ground level building area design along street and public space edges</td>
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<td>3. Service and parking access</td>
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<td>4. Parking location and design</td>
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<tr>
<td>5. Grade transitions</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BUILDING TOWER/CAP</th>
</tr>
</thead>
<tbody>
<tr>
<td>6. Building height</td>
</tr>
<tr>
<td>7. Street and neighborhood scale transition</td>
</tr>
<tr>
<td>8. Tower orientation, dimensions, spacing and use</td>
</tr>
<tr>
<td>9. Architectural composition of towers and caps</td>
</tr>
</tbody>
</table>
Guideline
Development should be contained within a designated buildable area for each block. Refer to Map 3.14, which outlines buildable parcel areas.

• The build-to lines shown on Map 3.14 should be determined by the adjoining street cross-sections (see Transportation section and appendix). The design of new streets should generally be consistent with these recommended cross-sections, and include sidewalks with pedestrian and street tree and furnishings zones, vehicular travel lanes, and on-street parking where applicable.

• The facades of building bases should meet the buildable parcel edge (“build-to line”) along two-thirds or more of the length of each block face. Where a site includes a public open space recommended in the sector plan, the edges along those spaces should be excluded when measuring the achievement of this goal.

• Building facades along street edges should be approximately three to six stories to create a comfortable walking environment.

• Optional publicly-accessible open spaces, if determined to be appropriate for the site, should be considered only if they do not substantially detract from the street wall presence for a block or from an open space envisioned in the plan. The Parks and Open Space section, on page 150–151, provides guidance for the use of these spaces. The following design and access guidelines should generally be utilized to evaluate such spaces:

  > Publicly-accessible open spaces should be designed at-grade with the adjacent sidewalk for a majority of the street edge fronting the space.
  > Connections, whether through paths or stairs, should be made on each street edge fronting the open space.
  > Views in and out of the open space should be encouraged so as to enhance the public character of the space.
  > Where elevation changes occur due to topography, low retaining walls and seat walls are encouraged to maintain the openness between the street and the open space.
  > The majority of the block’s street frontage should remain consistent with the build-to lines, so that multiple, unplanned open spaces do not diminish the streetwall character.
  > Private amenity spaces that are located between towers and/or on upper levels and do not front streets should be considered appropriate.

Relationships between buildable areas and actual recorded property boundaries vary. Some new public space and street corridors occupy portions of private land area, as do a number of existing public spaces and street corridors. As properties redevelop under “C-O Rosslyn” provisions, the larger site area will be used for purposes of calculating potential entitlement density, though the approval of such a site plan will include a post-approval site area, for future use, that subsequently establishes a smaller site area excluding parcel area in public rights of way.
New developments should meet proposed build-to lines along at least two-thirds of each street frontage to shape public spaces in Rosslyn.
Guideline

As discussed in the Land Use section (page 76), Map 3.2 indicates the recommended types of retail or other active ground floor uses on Rosslyn’s streets. Ground floor facades should be designed to activate streets and create a pedestrian-friendly environment. The guidelines below provide general parameters for achieving these goals. Included are interior and exterior design principles emerging through the development of the Arlington County Retail Plan (ACRP). These principles are subject to revision, and, in addition to the guidelines of the Rosslyn Sector Plan, the adopted guidance of ACRP should also be utilized when evaluating ground floor uses in Rosslyn.

As stated in the intent, these guidelines are intended to encourage all buildings to contribute to walkability through their design. In application, facades are encouraged to be creative, distinct and fully express the identity of the retailer or other ground floor tenant. Guidelines support the ability of façade designs to adapt to changing tenants over time. New developments will also be expected to incorporate streetscapes consistent with the streetscape recommendations on page 170.

- **Land Use Standard:** The uses recommended on each street type should be guided by the Arlington County Retail Plan, according to the colors designated on Map 3.2. The types of recommended uses are outlined further in Chart 3.2.
- **Interior Design Principles as outlined in the ACRP (Apply to Red and Gold Streets):**
Minimum clear ceiling height of at least 15 feet. Grocery stores and other large retailers may require more.

Minimum space depth of 20 feet from the façade edging the street or other public space. A greater depth accommodates storage and back of house operations. Shallower space will limit the types of retailers.

Direct access to service corridors.

Provision for exhaust ventilation at time of construction. Location of vents should be considered such as locating exhaust vents on a roof.

The design of ground floor spaces should allow for the subdivision of space to accommodate a variety of retail sizes.

Exterior Design Principles as outlined in the ACRP (Apply to Red, Gold and Blue Streets):

Design storefronts for three miles an hour (pedestrian speed) with variety and articulation in facades.

Locate storefronts at the back of sidewalk.

Utilize high quality materials (glass, masonry, wood, metal) and finishes.

Storefront design, including heights, should be sensitive to neighboring context and design of nearby facades and storefronts.

Windows should be transparent and provide clear views into retail space.

Encourage areas of respite in the streetscape, such as seating and trees.

Transparency and Entrances: High levels of transparency and frequent entrances will add interest and help to activate Rosslyn’s streets. The table below provides general guidelines for these elements, with the most transparency and entrances encouraged on red and gold streets and more flexibility considered as the variety of uses increases on blue and green streets and those with no color designation. As stated elsewhere in these guidelines, blank façades are strongly discouraged regardless of a street’s color designation.

### Chart 3.6 | Ground Floor Transparency and Entrance Guidelines for Building Edge Types

<table>
<thead>
<tr>
<th>Building Edge Type</th>
<th>Level of Transparency (Between Two and Ten Feet Above Grade)</th>
<th>Frequency of Entrances</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red &amp; Gold</td>
<td>Approximately 65% of ground floor</td>
<td>Every 50-75 feet</td>
</tr>
<tr>
<td>Blue</td>
<td>Approximately 50% of ground floor</td>
<td>Every 50-75 feet. Where residential uses front the street, individual entrances are encouraged.</td>
</tr>
<tr>
<td>Green</td>
<td>Approximately 35% of ground floor</td>
<td>Every 50-75 feet. Where residential uses front the street, individual entrances are encouraged.</td>
</tr>
<tr>
<td>No color designation</td>
<td>Approximately 35% of ground floor.</td>
<td>Every 75-100 feet. Where residential uses front the street, individual entrances of increased frequency are encouraged.</td>
</tr>
</tbody>
</table>
Ground level building area design along street and public space edges

- **Shadow lines** (Apply to all streets): All facades should utilize shadow lines to break up the façade along the pedestrian wall and distinguish the ground floor from the upper stories of the building.

- **Creativity and flexibility** (Apply to all streets): While maintaining the general guidelines above, storefront designs should be encouraged to be creative and flexible so that retailers and other ground floor tenants can customize their spaces, inside and out.

*Increasing the share of housing among Rosslyn’s land use mix will help support a broader range of retail, serving neighborhood needs as well as 9-to-5 workers.*

*Design and operation of retail and dining establishment should seek opportunity to make Rosslyn’s streets active and safe at times other than the workday, such as through expanded evening hours, outdoor dining and creative lighting.*

*Ultimately, an extended 18th Street Corridor could offer a retail-lined pedestrian street.*
In locations where active ground floor uses like shopping and dining may be hard to tenant, consider alternative active uses like this storefront arts organization in Chattanooga (left) or this public library in New York City (above). Creative retail façade design is encouraged, both to bring attention to the business and to enliven the overall street (see photos at bottom of page).
Guideline
Access to loading and parking should be located off service alleys wherever possible. They ideally will serve multiple parcels, as topography and parcel boundaries allow. Refer to Map 3.15, which identifies preferred locations for service alleys and service or parking access to individual buildings.

• Service alley and building service or parking access points should be located away from street corners and toward the center of blocks where possible.

• Service alleys should be located to minimize interruptions to block edges.

• Service alleys may be open to the outdoors or contained within buildings.

• Service or parking access points should be adequately separated and located in a way that supports a walkable environment.

• Sidewalk design should be continuous across curb cuts, so that the sidewalk is perceived principally as a place for walking.

• Where a loading bay directly faces a street, it should be screened with doors that shut when the bay is occupied by a vehicle. Such doors should form an attractive part of the building’s overall architectural composition.
Proposed clustering of loading and parking access in service alleys provides an important separation of these uses to preserve busy pedestrian and retail streets.

Service access should occur anywhere along the lower service level of Arlington Ridge Road if provided; parking access at the upper level should be thoughtfully located and designed so that it does not adversely impact the envisioned esplanade.
Guideline
New parking should primarily be provided below-grade, but above-grade structures may be considered when there is a compelling case and when appropriately embedded within building podiums as described below.

- When above grade parking is proposed, the site plan proposal should clearly demonstrate the design, environmental, and/or economic justifications that support a need for some extent of above-grade parking.
- Any above grade parking should be screened from streets and other public spaces. One option is to place parking behind occupied spaces where lot dimensions permit. Use of space-efficient parking, such as mechanical, stacked, or shared parking should also be considered to enable occupied space along facades.
- If lining with active uses is not possible, another option is to enclose above-grade parking using an architectural facade consistent or complementary with floors above.
- Any semi-below grade parking partially exposed to streets or other public spaces due to varied topography should be lined with active uses where possible.
- Where lining parking with active uses is determined to not be feasible, use of public art should be considered in evaluating how the structured parking presents itself to the public realm.
- Parking may be exposed along service alleys.
- Refer to transportation demand management (TDM) recommendations on pages 118–119 for opportunities to reduce required quantities of off-street parking.

**INTENT**
Minimize above-grade parking, therefore reducing overall building volume, avoiding areas of windowless façade, and reducing parking access points that interrupt sidewalks. Where it occurs due to the presence of ledge, limit any adverse impacts from parking levels located above the ground floor.

**KEY RELATED POLICIES**

**T12** | Apply innovative parking and transportation demand management strategies befitting Rosslyn’s density and uses, such as a greater sharing of parking, improved wayfinding for public parking, and transportation demand management agreements with future projects that further reduce need for new parking facilities.

**U4** | Ensure that architecture and building design contribute to a physical environment that respects the human scale.
Any above grade parking should be screened from public view by occupied building spaces, such as in this example of parking hidden behind housing along North Fillmore Street in Clarendon.

1812 North Moore Street camouflages structured parking on several of its floors above the ground floor, behind a facade designed to be consistent with that of the occupied office floors above.
KEY RELATED POLICIES

T7 | Improve the walking experience with wider sidewalks, new walkway connections, strategies to reduce topographic barriers, safer street crossings and enhancement of streetscape aesthetics.

U4 | Ensure that architecture and building design contribute to a physical environment that respects the human scale.

U6 | Improve streetscapes in Rosslyn with adequate space, furnishings, public art, sidewalk cafes, and other programming and design to provide the infrastructure needed to welcome and amplify the area’s increasing levels of pedestrian activity.

5 BASE

Grade transitions

Guideline

Retail and other commercial frontages:

- Grade transitions at the building scale along the sidewalk should be designed to maximize active pedestrian-scale frontages between waist and eye level while minimizing blank walls.
- When possible, the interior floor configuration should step to match the exterior grade. If it is necessary for the interior floor to remain constant along the grade, changes can be accommodated by a storefront window display space.
- Retaining or knee walls should be designed at lower heights to minimize adverse impacts to the pedestrian experience.
- If there is significant grade change along a single block face, the frequency of building entrances may be reduced along that frontage.

Residential and other non-retail frontages:

- Grade transitions at the building scale along the sidewalk should be designed to minimize blank walls.
- When possible, the interior floor configuration should step to match the exterior grade. Multiple front entrances may be included along the street activating each segment of building section at each grade. If grade change is significant along a single block face, the frequency of entrances may be reduced along that frontage.
- If the interior floor must remain constant along the grade, changes may be accommodated by terraced planters and architectural retaining walls.
- Porches, terraces, and landscape areas should be used as appropriate to assist with grade changes between the sidewalk and building floors.
- Retaining or knee walls should be designed at lower heights to minimize adverse impacts to the pedestrian experience.
- When the elevation of the first floor is more than 3 feet above grade, windows should be provided into the basement/lower floor space.
- Where portions of blank walls are unavoidable, use of public art should be considered in ensuring buildings contribute to the pedestrian-friendly environment.
Grade transitions with blank walls detract from the pedestrian environment; new development should incorporate interior changes in floor elevation, windows at different heights, and entrances where possible. Public art can be a solution when a grade transition is unavoidable.

Stepped landscaping makes an attractive alternative to blank walls along steep streets.
Overall Building Height:
The heights plan for Rosslyn is designed to advance achievement of many goals in the plan. The recommended building heights indicated on Map 3.16 should be followed unless an applicant can present compelling reasons to leverage additional building height as described below. Map 3.16 also depicts identified areas to include building step backs between the base and tower for a depth of 15 feet from back of sidewalk, as well as areas where bulk planes are applied to support sensitive transitions along the neighborhood edges. Consistent with the Zoning Ordinance, the maximum heights in the plan reflect the distance from average site elevation to the main roof, with additional height for penthouse structures permitted above the main roof.

Building Height Flexibility:
The building heights plan is a culmination of extensive and iterative form and massing studies that sought to balance elements such as use, density, marketable floor plates and surrounding context. The resulting heights plan reflects an optimal approach to achieving the Peaks and Valleys building heights policy set forth in this plan. To achieve Peaks and Valleys, some areas in the RCRD have building height limits at or above 300 feet, while other areas are recommended for below 300 feet. However, the plan also recognizes there may be instances where additional height on single-tower sites planned less than 300 feet should be considered while still advancing key goals of the plan. Therefore, for any site on Map 1.2 with a building height limit below 300 feet as depicted on Map 3.16 that can only fit one building tower, development proposals may be submitted that try to achieve additional building height up to 300 feet. The following criteria should be used to evaluate such proposals:

- Total building height should not exceed 300 feet in order to maintain the minimum level of building height variation needed for legible Peaks and Valleys;
- Density should not exceed 10.0 FAR unless involving transfer of development rights;
- Priority view corridors from the Central Place public observation deck are retained;
- Sensitive edge transitions are achieved on sites where the RCRD borders areas of lower scale residential development;
- Additional height is used to create a building that contributes to a distinctive and dynamic skyline, in part by limiting the building volume (in cubic feet) above the height limit depicted in Map 3.16 to an amount no greater than the amount of building sculpted away from the maximum potential building volume resulting from the sector plan’s height limit for the site;
- Additional height is not being pursued as a means to provide an unplanned open space that erodes the street wall;
- Above grade parking should only be included if wrapped with active uses;
- Daylighting of public spaces is considered; and
- Development proposals receive pertinent determinations of no hazard from the Federal Aviation Administration.

Variety Among Multiple Towers:
For multiple tower Site Plans or PDSPs, the height of each should differ from the height of all others on the site by generally 30 feet or more, unless the orientation of the towers relative to the heights map results in a similar amount of intra-tower variation. Where a site includes four or more towers, this guideline should apply to at least three.
This map depicts the recommended building heights (above average site elevation) across the RCRD, including neighborhood edges where stepbacks and 1:1 planes are employed to achieve sensitive transitions, and setbacks are provided along Wilson Boulevard to retain view opportunities from tops of buildings along the Wilson Boulevard corridor.

**MAP 3.16 | BUILDING HEIGHTS**

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

**Neighborhood Height Transitions**
*(see also guideline 7)*

A. Height of any given point in this area must not exceed the sum of its distance from the west boundary of N. Nash Street plus 125 feet.

B. Height of any given point in this area must not exceed the sum of its distance from the north boundary of 18th Street plus 180 feet.

C. Height of any given point in this area must not exceed the sum of its distance from the north boundary of 18th Street plus 136 feet.

D. Height of any given point in this area must not exceed the sum of its distance from the south boundary of Clarendon Boulevard plus 136 feet.

*Note: The building face should be considered the boundary of the street.*
Observation deck
The Rosslyn Central Place development project that is anticipated to deliver in 2018 will include a publically accessible observation deck as one of its major community benefits. The 2007 County Board Resolution on Urban Design Principles for Rosslyn Central Place recognized this opportunity and importance of preserving Rosslyn’s signature view corridors by directing that “additional building height should preserve, to the extent feasible, views from any public observation deck (approved or built) within Central Place.” During the Realize Rosslyn process, many stakeholders participated in helping to identify the specific landmarks that should remain visible from the deck, even with new development surrounding the deck.

Building height

Building caps should be designed to be attractive when viewed from above or a similar height, through architectural composition, green roofs, screening of mechanical equipment, and/or other effective means.

The Central Place observation deck will offer the public spectacular views of Washington, DC monuments and other major landmarks.

DISCLAIMER: THIS RENDERING IS AN ARTISTIC RENDITION OF ONE WAY THE SECTOR PLAN VISION AND RECOMMENDATIONS FOR THIS ELEMENT CAN BE ACHIEVED, FOR ILLUSTRATIVE PURPOSES ONLY.
Early in the Realize Rosslyn process, computer modeling revealed that accommodating the additional density and building height likely needed to support redevelopment throughout the RCRD given Rosslyn’s topographic changes meant some buildings would likely approach or exceed the level of the observation deck, thereby obstructing views in some directions. The buildings depicted in these views are modeled very close to, if not at the building heights depicted in Map 3.16 Building Heights. Through public meetings and other forums, participants provided input on the view corridors they believed deserved priority for protecting and enhancing. This input influenced the identification of the observation deck’s priority view corridors depicted as the pink zones in the diagram on page 175.

The depicted computer model views provide simulated views from the observation deck (eye level estimated at ±437.5 feet above sea level, given the finished floor elevation of ±432 feet above sea level) looking along the priority view corridors based on the sector plan’s building height and form guidelines. While the buildings depicted in these views are not necessarily modeled to the heights depicted in Map 3.16, they each are modeled within a few feet of them. With future development proposals, site plan projects should demonstrate how the proposed height, massing, and volume of the new building(s) will preserve the desired observation deck views as expressed through the graphics and text described in this section. Upon completion of the public observation deck, official photos of priority view corridors shall be taken and maintained by Arlington County as a baseline for development applicants to use in simulating the potential impacts of new development on these view corridors. The images and text on the following pages should provide guidance for evaluating future development proposals.

The Potomac River Gorge
[See Priority View Corridors Map on page 175.]

This view corridor to the northwest focuses on the Potomac River Gorge upstream of Rosslyn and Georgetown. It is framed by the existing Turnberry Tower to the north, and the residential building of the approved 1400 Key Boulevard site plan to the south.

Key landmarks to remain visible from the northwestern quadrant of the public observation deck include:

- Potomac River Gorge
- Preferably, a gap should remain present between Turnberry Tower and any development to the south of it, preserving a view to the Colonial Terrace portion of North Rosslyn beyond.
The Monumental Core and Arlington Cemetery

This broad view corridor protects one of the world’s greatest views of a national capital city. It encompasses the Monumental Core of L’Enfant’s Plan for Washington, D.C., and sweeps further south to include the Potomac River corridor, Pentagon and Arlington Cemetery, among other landmarks.

Foreground landmarks that should remain visible from the *northeast quadrant of the public observation deck* include:

- The riverfront along the east bank of the Potomac River from the southernmost building of the Watergate Complex south to the Theodore Roosevelt Bridge.

Foreground landmarks that should remain visible from the *southeast quadrant of the public observation deck* include:

- The east bank of the Potomac River, an unbroken line of treetops along the eastern edge of Theodore Roosevelt Island, and intervening portion of the Potomac River, south of the Watergate Complex.
Key landmarks to remain visible from significant portions along the *eastern or southern edges of the observation deck* include (from north to south):

- The southernmost building of the Watergate Complex (600 New Hampshire Avenue, NW)
- Kennedy Center
- Old Post Office
- US Capitol Building
- Lincoln Memorial
- Jefferson Memorial
- Arlington Memorial Bridge
- Reagan National Airport
- Pentagon
- National Marine Corps Memorial (“Iwo Jima”)
- Air Force Memorial
- Custis Mansion environs

In addition, from the southeast corner of the observation deck, there should be an unobstructed view of the Wilson Boulevard corridor from its intersection with North Lynn Street to Arlington Ridge Road, including the Freedom Park overpass, and more distant views within this corridor including the west end of the Theodore Roosevelt Bridge and adjacent areas of the George Washington Memorial Parkway, Potomac River western channel, and Theodore Roosevelt Island.

Any future planning for redevelopment of River Place (outside the scope and study area of this plan) should accommodate priority views passing over and around the site.
Georgetown, Francis Scott Key Bridge and the National Cathedral

This view corridor includes a variety of signature views of Georgetown, the National Cathedral beyond, and, via the North Moore and North Lynn Street corridors, foreground views of the Francis Scott Key Bridge, Potomac River, Gateway Park and adjacent portions of the George Washington Memorial Parkway.

Key landmarks to remain visible from the northwestern quadrant of the public observation deck include:

- The National Cathedral
- Healy Hall at Georgetown University
- The Potomac River
- Portions of Gateway Park, Rosslyn Circle and the George Washington Memorial Parkway

Key landmarks to remain visible from the northeastern quadrant of the public observation deck include:

- The National Cathedral
- The Francis Scott Key Bridge
- Former Car Barn at north End of Francis Scott Key Bridge (currently occupied by Georgetown University)
- The Potomac River
- Portions of the George Washington Memorial Parkway

Future consideration of potential air-rights development over I-66 should include special attention to limiting adverse impacts to the landmark view opportunities listed above.
This map of the broader area surrounding Rosslyn depicts the location of key landmarks relative to the public observation deck. The pink Significant View Corridor wedges should be used in conjunction with the view descriptions on pages 171–174.
**Guideline**

- For street edges indicated on Map 3.16, tower massing should step back from public streets by 15 feet or more, between the building base and tower at approximately three to six stories.

- At all other street edges, buildings should include a step back, cornice, recess or other prominent horizontal break between the building base and tower, at approximately three to six stories, where it integrates with the proposed architecture.

- In areas adjacent to the RCRD boundary and specifically indicated on Map 3.16 (see notes A-D), height of any given point on a building should not exceed the sum of its distance from the build to line on the opposite side of the adjoining street and the maximum developable height in the area across the street (also indicated on Map 3.16, notes A-D). The effect of this guideline is to create a height limit plane sloping down to lower context areas, as illustrated at right.

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**Examples of design approaches that produce a scale transition between lower, human-scaled “streetwall” floors and upper floors**

- 15’ stepback
- Stepback + view corridor
- Recess
- Intermediate cornice + material change
Providing consistent stepbacks 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 stepbacks (left) and with stepbacks (right) illustrate the greater range of views possible with stepbacks.

A stepback, accentuated with contrasting building forms and materials, distinguishes the lower and upper portions of the Odyssey condominium building between Courthouse and Rosslyn.

The street and scale transition guidelines expressed in the plan respond to the various sensitive edge transitions along the perimeter of the RCRD.
TOWER orientation, dimensions, spacing and use

Guideline

- Tower Orientation: For towers with floor plates that are longer in one direction than the other, the longer dimension should generally be aligned with the orientation indicated in Map 3.17 for those sites that are shown to have distinct guidance. The slight rotation of towers from the recommended orientation should be considered, especially where it would bring increased privacy or other benefits. Applicants should provide wind studies explaining anticipated wind conditions at grade level around the proposed building resulting from the recommended tower orientation, or from alternative tower orientations that may be proposed for development phasing or other reasons.

- Tower Dimensions: For towers with floor plates that are longer in one direction than the other, the narrower dimension should generally be within 110’-130’ for commercial uses, or more typically between 60’-90’ for housing. For towers with significant sculpting, deviations and variations in floor plate widths for part of the building tower should be anticipated.

- Spacing and use: on Site Plans or Phased Development Site Plans with multiple towers,
  > At least one tower should be devoted to residential use, to encourage more compact floor plates. Where four or more towers are present at least two towers should be devoted primarily to housing.

> There should generally be around 60 feet or more horizontal separation between towers. Where site constraints warrant instances of tower separation less than this goal, towers should aspire to be separated by at least 45 feet for a perpendicular distance no greater than the separation (see diagram below).

> Regardless of use or spacing, design and program towers to avoid potential conflicts that may arise from confined views, noises, privacy or other conditions between the towers. Consider making adjacent building faces angled to one another, rather than parallel, to avoid direct views among them, enhance views beyond the towers, and make the surrounding space feel more expansive.

INTENT

Ensure that tower placement, design and use avoids undesirable impacts and provide views and daylight to surrounding public spaces, buildings and context neighborhoods.

KEY RELATED POLICIES

B1.b | Manage building heights to maximize all view corridors from the observation deck with special attention to protect and enhance high-priority public observation deck view corridors (as depicted in Map 3.16, Building Heights), promote good views from, and daylight access to, private buildings, and still achieve appropriate and sensitive transitions between the RCRD and surrounding areas.

B1.d | Develop strategies to balance sun and shade opportunities benefiting building occupants and users of parks and open spaces.

B1.f | Provide for building floor plate sizes, proportions, and configurations that will yield marketable buildings and provide flexibility for multiple use options.
Proposed tower orientation guidelines maximize daylight access and minimize shadow impacts to benefit the pedestrian environment.
Guideline
Tower façade composition should include

- Hierarchy of scale—a series of scales should be evident relating to the whole building, typical surrounding buildings, bays and windows related to internal use, streetwall height, street trees, and, particularly toward street level, the human body.

- Distinction from surrounding buildings—involve the creative use of materials and building form, among other elements, to distinguish a proposed building from its surroundings and provide a richness and layering effect to the Rosslyn skyline. In the process, strive for architecture than can complement and be coherent with surrounding buildings. Composition should relate the overall scale of the building to that of adjacent buildings and their bays, street width, and human scale.

- Shadow lines, produced by changes in plane. At a minimum, longer façades should include at least one prominent vertical break at most stories, significant change of material or color, or other visual distinction.

- Slender proportions are encouraged in the building volume itself and/or façade elements applied to it.

- Towers prominent within the public Observation Deck view corridors should complement and frame the monumental core and other key vistas.

Building caps should be designed to be distinctive when viewed as part of the Rosslyn skyline, while also enhancing the appearance of the skyline as a whole. The design of building caps and rooftop or deck areas at all levels should be attractive when viewed from its surroundings.

- Consider creative use of shape (including curves or angles), material, color, lighting or other means to create this distinction. Where vertical forms like spires are infeasible, explore means of creating distinction using more horizontally-oriented cap elements. In any case, façade and cap design should integrate as a unified composition.

- Buildings tops within view of the public Observation Deck should be designed so as to create a thoughtful, complementary foreground view for the monumental core and other key vistas, minimizing any adverse visual impact. Sculpting, transparency, and other design strategies to minimize the height and size of penthouses should be considered in order to better preserve views as described on pages 170-175 of the plan.

- Mechanical penthouses and other building service functions on rooftops should be screened and attractively integrated into the design of the building top using durable and lasting materials.

- Green roofs and occupiable deck spaces are encouraged, to reduce stormwater and heat island impacts, leverage additional view and open space opportunities, and/or enhance views from surrounding buildings.
• The architecture of each site plan should consider the context of surrounding building tops, and demonstrate how the top of the new building will harmonize or distinguish itself from them and enhance views of the Rosslyn skyline.

• Site plan submissions should include for review simulated illustrations showing the proposed building cap design in its context and as it would be viewed from the public Observation Deck.
**RECENT LOCAL EXAMPLES OF ARCHITECTURAL COMPOSITION**

**Intent:** Prevent long, unbroken horizontal expanse of façade by introducing a clearly visible change in façade plane/depth at reasonable intervals. Possible techniques include shadow lines, material/color change, and shape change.

![Rosslyn Gateway](image1)
- 30’ deep plane shift for half of building height
- 170’
- 203’

![1401 Wilson](image2)
- 7.5’ deep plane shift for most of building height
- 168’
- 222’

![1812 North Moore](image3)
- 5’ deep plane shift for most of building height
- 125’
- 180’

![1812 North Moore](image4)
- 3’ deep plane shift for most of building height
- 125’-145’
- 260’

![1812 North Moore](image5)
- 1.5’ shadow line with change in glass color/finish
- 19’ deep plane shift for most of building height
- 55’

Outward angled facades reduce apparent building length.
**OTHER EXAMPLES OF ARCHITECTURAL COMPOSITION**

**Intent:** Inspire creative approaches to building form and skyline, including alternatives to standard rectilinear forms, and seek innovation and distinction in building architecture.

- Integrating cap and tower (Atlanta)
- Sloped surfaces (Seattle)
- Integrating cap and tower (Atlanta)
- Angled pattern (Barcelona)
- Undulating surface (Chicago)
- Folded planes (New York City)
- Twisting form (Malmo)
STREETSCAPE

Intent
Provide streetscape improvements that will strengthen the district’s character and enhance the pedestrian environment. Develop a dynamic language for streetscape furnishings and amenities to give the district a cohesive and distinctive identity.

Guideline
All development projects should include installation and upkeep of high quality, pedestrian-friendly streetscape elements along streets. Typical streetscape elements include:

- Street trees
- Pedestrian Paving
- Lighting
- Seating
- Planters
- Signage
- Other amenities

Installation and maintenance of most streetscape elements should generally be consistent with applicable County standards, and elements such as street lighting and signage must strictly adhere to County standards. In addition, the Rosslyn Business Improvement District (BID) has recently been developing a Streetscape Elements Master Plan for its area, comprising a menu of streetscape elements whose installation could significantly enhance the quality and coherence of the public realm across the RCRD. This sector plan embraces the overall design aesthetic of the streetscape elements envisioned in the BID’s master plan, and supports the future installation of these elements within the RCRD area within the BID’s boundaries.

The future implementation of most of the Rosslyn BID’s envisioned streetscape elements should be advanced through a partnership with Arlington County, with a process involving opportunities for public input prior to implementation. One potential way to advance their implementation would be through the establishment of a Memorandum of Understanding (MOU), or comparable agreement, agreed to by the County Manager (or designee) and the Rosslyn BID Board. The MOU should address a range of details, including items such as design, layout, operations, ownership, maintenance, staffing, contracts, costs, funding, and installation. Several streetscape elements, such as regulatory signs and street lights, will additionally need to meet certain federal standards and further discussion will need to address implementation of these in greater detail. If County maintenance were a general term of the MOU, the new streetscape elements must meet County’s current Standards for Regulatory signs and streetlights.

As currently envisioned, BID streetscape elements will be installed over time, as resources permit. From a practical standpoint, new street work, planned capital projects, and future site plan projects in the RCRD will present great opportunities for the nearer term installment of these elements. Furthermore, installation of streetscape elements along Rosslyn’s more prominent signature streets would make a real difference, including streets such as: Fort Myer Drive, N. Lynn Street, 18th Street N., and Wilson Boulevard. Additional community discussions should help guide the appropriate locations and extent of these elements, and where the transitions to conventional County streetscape design standards should occur. Finally, given the central nature of the 18th Street Corridor, specific guidance on paving materials, landscape standards, lighting and street furniture should be developed.
The BID’s new streetscape standards will unify the public realm and provide important amenities that support a growing pedestrian environment.

Temporary streetscape improvements like these public seating areas demonstrate new ways of thinking about Rosslyn’s public realm.
PUBLIC ART

Arlington’s vision is that public art should be a force for place-making—for creating strong, meaningful connections between people and places that are important to community and civic life. The County’s Public Art Master Plan, calls for art projects that reinforce the urban nature of the Rosslyn area, highlight pedestrian connections to the Potomac River corridor, reward those who explore Rosslyn on foot, and facilitate visual connections to Washington, D.C.

Arlington’s public art program was launched in Rosslyn more than thirty years ago with the public-private commission of Nancy Holt’s Dark Star Park. Since then, Rosslyn’s collection of public art has continued to grow and now consists of more than a dozen mostly large-scale artworks that significantly contribute to Rosslyn’s public realm. Integrated public art within County and private development sites can continue to enliven Rosslyn by transforming spaces into places that challenge or delight. Private contributions to the County’s Public Art Fund supplement public dollars and can be aggregated to create public art for public facilities, streetscape, and infrastructure.

Corridor of Light

Rosslyn is a neighborhood that has been subject to the economic growth and urban expansion of the Washington, D.C. area for more than thirty years. With its buzz of commerce it has the feeling of a condensed version of a much larger city. The demand for office space and the expanding concerns of the region are likely to result in a built environment that will continue to increase in scale and further challenge Rosslyn’s pedestrian environment.

The N. Lynn Street corridor needs public art to keep pace with the changing scale of the urban environment and to establish a memorable public realm. As a connection to Key Bridge and Meade Street Bridge, N. Lynn Street is a primary commercial, transportation, and pedestrian artery in Rosslyn. The Interstate 66 overpass bridge, soon to be refurbished, will enhance the entry from the District of Columbia adjacent to Key Bridge. In addition, Meade Street Bridge, adjacent to the Marine Corps War Memorial, is also slated for renovation. These two bridges
are anchors at the north and south ends of Rosslyn and mark entries from Alexandria to the south and from Washington D.C. to the north.

The Corridor of Light, a synthesis of public sculpture and lighting infrastructure, embraces and defines Rosslyn’s urbanity. Per the proposed Corridor of Light public art project, illuminated sculptures appear at significant junctures along the corridor to create a series of linked points from Key Bridge, through Central Place and to Meade Street Bridge. Using light as a medium, the sculptures are envisioned to create a unified and distinctive urban design treatment, giving rhythm to N. Lynn Street and providing both day and nighttime appeal.

Currently, four *Luminous Bodies* sculptures mark the four corners of both the Interstate 66 overpass and Meade Street bridges. Their design is integrated into the bridges’ structures and change our perception of these roadways from engineered structure to urban gateway. The number of *Luminous Bodies* for the Meade Street Bridge should also be restudied in consultation with the appropriate federal agencies with the planning and design of the bridge improvements.

The section of N. Lynn Street between 19th Street and Wilson Boulevard, intended to be implemented primarily as part of the Central Place project, situated along the 18th Street Corridor, is being restudied. The 18th Street Corridor also offers key opportunities for public art and a corridor-wide public art plan should be developed.

*Sample renderings showing the Luminous Bodies during the day when they reflect sunlight (top), and at night when they are internally lit (above).*
GUIDELINES FOR OTHER URBAN DESIGN ELEMENTS

Green streets and surfaces
Rosslyn’s streets and public spaces offer important opportunities to add green infrastructure and landscaping that creates a more inviting and comfortable place for people, as well as provides environmental benefits. The Public Parks and Open Spaces portion of this document describes opportunity to expand tree canopy and other plantings. In addition, Green walls should be encouraged as an interim treatment for large blank wall surfaces on existing buildings and retaining walls expected to remain for a number of years. The Rosslyn Center building, for instance, offers prime opportunity for this along its parking ramp wall facing Wilson Boulevard to the south and along its parking levels facing Fort Myer Drive to the west and N. Moore Street to the east. Green walls should also be considered where active uses and other pedestrian-friendly treatments suggested elsewhere in the guidelines are not feasible. Green roofs offer another important opportunity, particularly lower level rooftops visible from upper floors of surrounding buildings. Encourage such rooftops, whether existing or new, to incorporate occupiable or passive planted features, and to consider inclusion of rooftop features that support urban agriculture or stormwater management.

Festival street
Street space suitable for periodic closure to traffic to serve public events has long been sought in Rosslyn. Several streets offer special opportunity for this, at different scales and over time:

- N. Moore Street can be suitable for festival use north of 19th Street N. This street’s central location and easy accessibility from the Metro station make it a natural gathering place. Closure of the street south of 19th Street N. is less feasible on a frequent basis given that block’s important role as a center of bus service. The northern block above 19th Street N. offers the advantage of adjacency to Gateway Park. As pedestrian access from N. Moore Street to Gateway park is improved through enhancements to Lee Highway, Gateway Park and the Esplanade, coordinated event programming can occur on Gateway Park and N. Moore Street.

Wall plantings can transform a blank wall into a green amenity.
The 18th Street Corridor will offer a prime place for festivals as it comes into place over time. With portions of the corridor from N. Oak to N. Lynn Streets dedicated to pedestrians only, and portions east of N. Lynn Street easily closed to traffic on a periodic basis, the corridor is well suited for public events and merits installation of power supply, lighting and other infrastructure supporting frequent events. Places where the corridor overlaps larger public spaces offer particular opportunity for events: Central Place Plaza (under construction), 1400 Key Boulevard at Oak and 18th Streets (approved), future terraces between N. Nash Street and N. Fort Myer Drive (proposed), the reconstructed Metro station entrance (proposed), Freedom Park (existing and proposed), and Rosslyn Plaza Park (proposed).

The streets fronting the esplanade and Rosslyn Plaza Park may also offer opportunities for closure for festivals and events. This would allow for temporary expansion of the open space into the adjoining streets.

Fort Myer Drive and N. Lynn Street will become more convenient places for larger-scale, less frequent events as they are converted to two-way operation and enhanced with retail and other more pedestrian-friendly edges through redevelopment. Currently, N. Lynn Street is occasionally closed for major events like the Marine Corps Marathon, with elaborate arrangements to detour traffic. Two-way traffic operation will make such events easier to organize, with one street or the other remaining available for through traffic in either direction.

Gateways
Principal gateways into Rosslyn should be enhanced in a coordinated manner. While many of Rosslyn’s access points already feature rapid transitions from parkland, roadways or lower neighborhoods to high-density development, pedestrian-scale art and design elements should help mark these transitions and convey a sense of Rosslyn’s identity. Priority initiatives include:

- Install Corridor of Light Luminous Body elements at the intersection of N. Lynn Street and Lee Highway east- and west-bound.
- Restudy Corridor of Light Luminous Body elements on the Meade Street Bridge.
- Enhance arrival from the Metro station first through inclusion of lighted public art elements in the design of Central Place Plaza, and ultimately through reconstruction of the
Metro entrance itself as part of the 18th Street Corridor, with open views and access to adjacent streets as well as the sky.

• Install an intersection at Arlington Ridge Road, Wilson Boulevard and the access ramps to Virginia Highway 110, including a crosswalk and median, to mark a clear transition between the highway and urban streets.

• Maintain public art in prominent places including the medians of Wilson Boulevard and *Dark Star Park*, and seek opportunities to introduce new artwork in additional prominent locations and/or on a rotating basis.

*Temporary art installation on pedestrian bridge over N. Moore Street, June 2013*
IMPLEMENTING FUTURE PLAN IMPROVEMENTS IN ROSSLYN

The Rosslyn Sector Plan is expected to be implemented using Arlington County’s well-established planning and development review process that has been very successful over the past 40 years. That process is the Special Exception Site Plan process, and is well understood by the community and developers. It begins with the County developing detailed plans for particular areas of the County, including those plans that may be formally incorporated into the Comprehensive Plan, as well as sector plans and other area plans and land use policies. This is followed by adoption of zoning ordinances and regulations to implement those plans. The particular tools used most often in the County’s site plan process involve crafting typical conditions designed to ameliorate the impacts of the development on surrounding properties and neighborhoods, as well as conditions associated with the concept of incentive zoning. Incentive zoning is defined in the Virginia State Code as: “the use of bonuses in the form of increased project density or other benefits to a developer in return for the developer providing certain features, design elements, uses, services or amenities desired by the locality, including but not limited to site design, incorporating principles of new urbanism and traditional neighborhood development, environmentally sustainable and energy-efficient building design, affordable housing creation and preservation, and historical preservation as a part of the development.” The bonus density, height, and other benefits obtained by developers, granted only in accordance with the County’s zoning ordinances and regulations, and consistent with its land use plans and policies, are approved in return for the above defined features, designs, uses, services and amenities, all of which the County, developers and the community generally refer to as community benefits. The County’s Special Exception Site Plan process has been successful in encouraging growth that is consistent with and implements the County’s adopted land use plans and policies, thereby fulfilling the County’s long term vision for development. It has also been successful in fostering economic development which increases tax revenue and provides general funds needed by the County for its day to day operations, capital development, and core governmental services, including schools, public safety, parks, libraries, water, sewer, and transportation, among others.

When established in 1996, the Zoning Ordinance provisions for the “C-O Rosslyn” district allowed for the approval of increases in density (up to a maximum FAR of 10.0) and height (up to a maximum of 300 feet, with additional height achievable in the two Central Place blocks and a taper in height when moving from the core to the perimeter of the RCRD as subsequently approved by the County Board in 2007 and 2002). Additional density (above 3.8 FAR for commercial/office uses and 4.8 FAR for residential or hotel uses) and building height could be achieved when the County Board found that the development proposal offers important community benefits identified in approved plans for the area and meets the other special exception criteria of the zoning ordinance. Historically, site plans approved and built to date have provided community benefits through either cash contributions to the County to support planned improvements or in-kind improvements above and beyond what’s typically provided in site plan projects. The primary purpose of these community benefits is realizing the provision of public improvements that help mitigate potential adverse impacts resulting from the additional density approved.
as part of a special exception site plan project, and that incentivize the realization of plan goals by allowing projects to achieve higher density levels among other projects benefits.

This sector plan generally recommends the continuation of achieving community benefits in this manner, with some additional guidance in two specific areas: First, this plan sets forth an overall approach whereby community benefits from individual site plans may be more strategically focused to achieve certain near-term projects sooner. Second, this plan also sets out a suggested list of priority projects to help guide future efforts on achieving community benefits with future site plans in the RCRD. The lists are provided as general guidance. Community benefits, as appropriate for particular sites, will be determined through future site plan processes.

A preliminary assessment of anticipated project costs was conducted for the recommended transportation and park and open space improvements, excluding major regional projects such as the planned second Rosslyn Metro Station or potential highway bypass ramps. The exact costs of individual projects will depend on many factors, especially on the time at which the improvements are implemented and any engineering and construction challenges that arise through project development.

At the same time, the anticipated total community benefit contributions provided by future redevelopment in the RCRD through full build-out was estimated as well. Together, this assessment indicated that the community benefit contributions should cover the anticipated bulk of plan improvement costs. However, coordinating the timing of community benefit contributions to ensure resources are available when advancing specific projects may continue to present challenges that will need to be managed over time.

In most “C-O Rosslyn” site plans approved to date, the community benefits package provided by the applicant has often included contributions towards a wide range of projects or purposes. While this can help provide some level of support for planned improvements in each functional area (e.g. parks, transportation, etc.), it can also delay the actual achievement of any one particular project until adequate funds to support the project are provided by several site plans collectively.

Going forward, this sector plan sets forth an overall approach that focuses community benefit contributions in a way that can help complete certain planned improvement projects sooner. By not spreading community benefits too thinly over a vast range of project types, actual planned improvements set forth in this sector plan could be achieved sooner. This may mean that in some instances, certain types of projects may receive a proportionately greater share of community benefits with a particular site plan. For example, a future site plan located along Fort Myer Drive may have much of its community benefit contributions directed towards completing the filling-in of the Fort Myer Drive tunnel. Likewise, this could result in instances where the portion of the community benefits from a specific site plan towards affordable housing would be less than the upper limits of the 30 percent goal. However, over time, the goal would be to manage the contributions in a way that ensures a balanced mix of transportation, public open space, and other types of improvements.

To help guide the application of community benefits for future sites plans, this sector plan aims to distinguish between community benefits and plan improvements associated with den-
sities up to 3.8 and 4.8 FAR, and those associated with densities between 3.8 and 4.8 FAR up to the maximum of 10 FAR (or above 10.0 FAR in those instances where it is approved by the County Board). The two lists below help differentiate between the community benefit elements that would generally be expected as part of standard site plans, and those extraordinary community benefits that exceed standard site plan contributions and should be considered in conjunction with increased density achievable through “C-O Rosslyn.” The lists are provided as general guidance. Community benefits, as appropriate for particular site plans, will be determined through future site plan processes.

Items noted with an asterisk (*) are included in both lists, as site plan projects could achieve increases over the base site plan densities by providing more than the expectations typically associated with standard site plan conditions.

Site Plan Improvements Associated with Density up to 3.8 / 4.8 FAR (Standard)

- Land area reserved for planned streets/parks
- Provision of planned streets
- Basic improvements to on-site open space (site improvements property owners would make if maintained as private space)
- Streetscape improvements
- Affordable Housing*
- Public Art*
- TDM and Parking measures*
- Utility Fund/Relocations
- Other

Site Plan Improvements Associated with Density above 3.8 / 4.8 FAR (Extraordinary)

- Provision of pedestrian and bicycle trails, such as the esplanade, the bicycle-pedestrian underpass at Lee Highway and Lynn Street, and the bicycle-pedestrian bridge from 18th Street towards the river/Mt. Vernon Trail
- Transit network improvements
- Premium improvements to new and existing public open spaces as set forth in Sector Plan (additional site improvements County would recommend to ensure the space is attractive and encourages public use)
- Provision of the 18th Street Corridor and the Arlington Ridge Road connection to the plaza level
- Public Facilities
- Affordable Housing*
- LEED/Community Energy Plan elements
- Public Art*
- TDM and Parking measures*
- Off-site park and transportation improvements identified in the plan
- Other

The Rosslyn Sector Plan is a transformative plan that will guide Rosslyn through its next generation of sustainable and site-specific redevelopment. The next generation of redevelopment could face challenges resulting from current and future regional and local economic conditions as well as individual site factors. While it is not the specific goal of the plan to meet some stan-
standard of value creation for any individual site, it is still critically important that the plan does not unintentionally preclude the redevelopment of specific sites, as each redevelopment site plays a key role in the overall vision for the future of Rosslyn. Specifically, enabling site-level redevelopment will be critical to:

• Reposition the physical location of buildings to allow for improved street and transit networks, public open spaces, and ground-plane experiences;

• Achieve the height and form of buildings that will support goals such as improved building sculpting, access to light and air, and priority view corridors from the public observation deck;

• Enhance the national and regional competitiveness of Rosslyn by allowing for the introduction of new and innovative building types over the life of the plan; and,

• Provide community benefits and, ultimately, fiscal revenues critical to funding the infrastructure projects envisioned in this plan.

Thus, the plan recommends that to determine associated community benefits, the County Board should recognize the unique site-specific goals of this plan and take into account considerations such as:

1. Single-building development parcels where land constraints limit creativity and innovation in addressing design and project viability challenges;

2. Single-building development parcels where the maximum building height in the plan would result in a building form that is inefficient and non-competitive and thus has additional costs above a more standard building form due to required innovations in building design; and

3. Development parcels where the removal of an existing building is critical to the timely meeting of broader, transformative plan goals, such as new street segments, public open spaces, or other elements.

This community benefits approach should be founded upon a basis of key principles when applied to future projects, which at a minimum could include:

1. A focus on implementation of the transformative vision and recommendations of the Rosslyn Sector Plan;

2. A clear and consistent methodology for determining community benefits in terms of the related impact on project-level feasibility from planned buildings heights below and above 300 feet;

3. A process that increases clarity and timeliness to the applicant, and transparency as part of the community review process;

4. A full understanding that the purpose of community benefits, to mitigate the impact of increased densities, must always be the primary consideration when considering project-level community benefits;

5. Consideration of the impact that potential reductions on projected community benefits will have, over time, on the funding of planned, major infrastructure projects; and

6. Periodic review of approved community benefit packages to ensure that future planning, community infrastructure, and economic conditions can be addressed.
TIMING AND OVERALL PRIORITIES FOR PLANNED IMPROVEMENTS

The implementation matrix in this chapter indicates a general timeframe for when the achievement of specific planned improvements are anticipated. Some improvements can be advanced by the County when resources permit, while others will depend heavily on the timing of when individual sites get redeveloped by private property owners. That said, the general timeframes depicted in the matrices provide an overall idea of when each project may generally be completed, though the actual timing could be sooner or later depending on other factors.

As generally reflected in the matrices, several parks and open space projects are seen as potential priority projects given their ability to make a real difference and/or ability to be implemented relatively soon. Some of these priority projects include Gateway Park, the Potomac River Boathouse, Freedom Park expansion, and Dark Star Park improvements.

Similarly, several transportation projects reflect potential priority projects to help enhance the transportation network and public street system in Rosslyn. Some of these priority projects include the two-way conversion of N. Lynn Street and Fort Myer Drive, filling in the Fort Myer Drive tunnel, and improved pedestrian and bicycle facilities, including a long-term solution to the trail intersection with N. Lynn Street and Lee Highway.

IMPLEMENTATION MATRIX

The following matrix summarizes the action-oriented items that need to be undertaken to implement the recommendations and vision of the Sector Plan. Each action item includes corresponding information on timing, responsible agency(ies), mechanism(s), and potential funding sources, which represent an estimate of how and when the projects will be implemented.

TIMING: The timing of each implementation action is classified into one of several potential categories, including:

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

The designation identified for each action is intended to reflect when substantial work towards a particular item is anticipated to commence.

IMPLEMENTING AGENCY(IES): The implementing agency(ies) identified for each action reflects the group that would be expected to be largely involved in efforts associated with that action. In cases where only one agency is identified, that does not preclude the involvement of other agencies whose perspective and participation would be valued. Likewise, where multiple agencies are identified for a particular item, a high level of collaboration is expected among those specific groups, although one agency will likely need to be identified as project lead.
<table>
<thead>
<tr>
<th>MECHANISM(S)</th>
<th>IMPLEMENTING AGENCIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>For actions involving physical improvements or other projects requiring funds or other resources to achieve, an indication has been provided as to whether such action is better advanced through the mechanism of a special exception site plan, the County’s Capital Improvement Plan (CIP), or both. While the Sector Plan sets forth a long range vision and associated recommendations for the future of Rosslyn, the CIP is a more near-term planning guide for how County resources may best be directed at achieving capital projects over the next decade. The identification of the CIP mechanism as a means of advancing a certain action in this matrix does not imply special priority status for this project, and the timing of potential funding of such project would need to be considered in the full context of County projects and priorities for any given CIP cycle. In all cases, opportunities to implement action items with site plan projects or related CIP projects will be explored and utilized as appropriate.</td>
<td></td>
</tr>
</tbody>
</table>

**FUNDING SOURCES(S):** For projects involving physical improvements that require significant funds or other resources, likely potential funding sources have been included in the matrix. A variety of potential funding sources are identified for various actions in the matrix, ranging from local, state, federal and other funds, including potential contributions from special exception site plans.
<table>
<thead>
<tr>
<th>IMPLEMENTATION ACTIONS</th>
<th>TIMING</th>
<th>IMPLEMENTING AGENCY(S)*</th>
<th>COUNTY MECHANISM(S)</th>
<th>POTENTIAL FUNDING SOURCE(S)</th>
<th>DOES NOT REQUIRE REDEVELOPMENT</th>
<th>PAGE NUMBER OF RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Adopt the Rosslyn Sector Plan.</td>
<td>ST</td>
<td>County Board</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>2. Continue to increase the energy efficiency of existing and new buildings through Green Building programs and other initiatives to ensure individual buildings are constructed to be as environmentally friendly as feasible.</td>
<td>O</td>
<td>DES, CPHD</td>
<td>Special Exception, Other</td>
<td></td>
<td>✓</td>
<td>72–75</td>
</tr>
<tr>
<td>3. Secure commitments for new development to achieve the County’s highest and best environmental sustainability standards, including the Site and Building Construction Recommendations in the Sustainability section of the Rosslyn Sector Plan.</td>
<td>O</td>
<td>DES, CPHD</td>
<td>Special Exception</td>
<td></td>
<td></td>
<td>72–75</td>
</tr>
<tr>
<td>4. Assess options to improve Rosslyn’s environmental commitment, energy security, and economic competitiveness consistent with County Community Energy Plan goals, including an evaluation of district energy feasibility as well as potential improvements in energy supply and reliability to reduce energy cost and volatility.</td>
<td>ST</td>
<td>DES, CPHD</td>
<td></td>
<td></td>
<td>✓</td>
<td>72–75</td>
</tr>
<tr>
<td>5. Ensure development meets or exceeds the Community Energy Plan goals.</td>
<td>O</td>
<td>DES, CPHD</td>
<td>Special Exception</td>
<td></td>
<td></td>
<td>72–75</td>
</tr>
</tbody>
</table>

**LAND USE**

**General Land Use Plan (GLUP) Actions**

<table>
<thead>
<tr>
<th>IMPLEMENTATION ACTIONS</th>
<th>TIMING</th>
<th>IMPLEMENTING AGENCY(S)*</th>
<th>COUNTY MECHANISM(S)</th>
<th>POTENTIAL FUNDING SOURCE(S)</th>
<th>DOES NOT REQUIRE REDEVELOPMENT</th>
<th>PAGE NUMBER OF RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>6. Amend General Land Use Plan booklet text associated with the “Rosslyn Coordinated Redevelopment District.”</td>
<td>ST</td>
<td>CPHD</td>
<td></td>
<td></td>
<td>✓</td>
<td>82–84</td>
</tr>
<tr>
<td>7. Change pertinent elements on the GLUP Map, including</td>
<td>ST</td>
<td>CPHD</td>
<td></td>
<td></td>
<td>✓</td>
<td>82–84</td>
</tr>
<tr>
<td>a.) Add triangle symbols, used to symbolize the general locations of open space, to reflect the planned open spaces recommended in the Rosslyn Sector Plan.</td>
<td>ST</td>
<td>CPHD</td>
<td></td>
<td></td>
<td>✓</td>
<td>82–84</td>
</tr>
<tr>
<td>b.) Amend the boundary of the western limits of the RCRD to reflect the emerging recommendations resulting from the WRAPS Area Plan.</td>
<td>ST</td>
<td>CPHD</td>
<td></td>
<td></td>
<td></td>
<td>82–84</td>
</tr>
</tbody>
</table>

**Zoning Ordinance Actions**

<table>
<thead>
<tr>
<th>IMPLEMENTATION ACTIONS</th>
<th>TIMING</th>
<th>IMPLEMENTING AGENCY(S)*</th>
<th>COUNTY MECHANISM(S)</th>
<th>POTENTIAL FUNDING SOURCE(S)</th>
<th>DOES NOT REQUIRE REDEVELOPMENT</th>
<th>PAGE NUMBER OF RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>8. Amend the Zoning Ordinance to update the provisions of the “C-O Rosslyn” district, to facilitate the vision of the Rosslyn Sector Plan.</td>
<td>ST</td>
<td>CPHD</td>
<td></td>
<td></td>
<td>✓</td>
<td>155</td>
</tr>
</tbody>
</table>

* Agency in bold would likely take the lead in implementing the action item.
### Chart 4.1: Implementation Actions

<table>
<thead>
<tr>
<th>#</th>
<th>Implementation Actions</th>
<th>Timing</th>
<th>Implementing Agency(ies)*</th>
<th>County Mechanism(s)</th>
<th>Potential Funding Source(s)</th>
<th>Does Not Require Redevelopment</th>
<th>Page Number of Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Other Planning Framework Actions</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9.</td>
<td>Establish the specific locations of recommended Build-to Lines throughout the RCRD with redevelopment.</td>
<td>O</td>
<td>DES, CPHD</td>
<td>Special Exception</td>
<td></td>
<td></td>
<td>93, 157</td>
</tr>
<tr>
<td>10.</td>
<td>Continue to coordinate with the Commonwealth of Virginia on exploring planning and development potential for air rights in Rosslyn.</td>
<td>O</td>
<td>CPHD, AED, DES, DPR, Commonwealth of Virginia</td>
<td></td>
<td></td>
<td>✓</td>
<td>87</td>
</tr>
<tr>
<td>11.</td>
<td>Monitor progress towards the desired land use mix and targeted number of housing units (built and approved) in the RCRD.</td>
<td>O</td>
<td>CPHD</td>
<td></td>
<td></td>
<td></td>
<td>77–80</td>
</tr>
<tr>
<td>12.</td>
<td>Conduct a planning effort for the Rosslyn northern gateway area.</td>
<td>ST/MT</td>
<td>CPHD, DPR, DES</td>
<td></td>
<td>✓</td>
<td></td>
<td>88–89</td>
</tr>
<tr>
<td><strong>Affordable Housing</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13.</td>
<td>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.</td>
<td>O</td>
<td>CPHD</td>
<td>Special Exception</td>
<td></td>
<td></td>
<td>78–79</td>
</tr>
<tr>
<td>14.</td>
<td>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.</td>
<td>O</td>
<td>CPHD</td>
<td>Special Exception</td>
<td>AHIF Loans, Site Plan Contributions</td>
<td></td>
<td>78–79</td>
</tr>
<tr>
<td>15.</td>
<td>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.</td>
<td>O</td>
<td>CPHD</td>
<td>Low Income Housing Tax Credits, Moderate Income Purchase Assistance Program, Other</td>
<td>✓</td>
<td></td>
<td>78–79</td>
</tr>
</tbody>
</table>

* Agency in bold would likely take the lead in implementing the action item.
<table>
<thead>
<tr>
<th>#</th>
<th>IMPLEMENTATION ACTIONS</th>
<th>TIMING</th>
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<th>DOES NOT REQUIRE REDEVELOPMENT</th>
<th>PAGE NUMBER OF RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>16.</td>
<td>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).</td>
<td>ST</td>
<td>DES</td>
<td></td>
<td></td>
<td>☑</td>
<td>96–97</td>
</tr>
<tr>
<td>17.</td>
<td>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).</td>
<td>ST</td>
<td>DES</td>
<td></td>
<td></td>
<td>☑</td>
<td>116–117</td>
</tr>
<tr>
<td>18.</td>
<td>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.</td>
<td>O</td>
<td>DES</td>
<td>Special Exception, CIP</td>
<td>Site Plan Contributions, CIP</td>
<td></td>
<td>92–95, 98–107, 112–117 Appendix</td>
</tr>
<tr>
<td>19.</td>
<td>Improve the existing Metro station and explore opportunities for additional stations and entrances.</td>
<td>O</td>
<td>DES, WMATA</td>
<td>CIP</td>
<td>Local, State, Federal, and Other</td>
<td>☑</td>
<td>108</td>
</tr>
<tr>
<td>20.</td>
<td>Implement bus facility improvements and strategies for management of bus, tax, vans, and ride shares.</td>
<td>O</td>
<td>DES, WMATA</td>
<td>CIP</td>
<td>Local, State, Federal, and Other</td>
<td>☑</td>
<td>110–111</td>
</tr>
<tr>
<td>21.</td>
<td>Continue to coordinate with neighboring jurisdictions to enhance multi-modal connectivity between Rosslyn and the Georgetown, Foggy Bottom, and National Mall areas of Washington, D.C.</td>
<td>O</td>
<td>DES</td>
<td></td>
<td></td>
<td>☑</td>
<td>110</td>
</tr>
<tr>
<td>22.</td>
<td>Employ Parking and Transportation Demand Management (TDM) strategies for future redevelopment in Rosslyn.</td>
<td>O</td>
<td>DES</td>
<td>Special Exception</td>
<td>Site Plan Contributions</td>
<td></td>
<td>118–119</td>
</tr>
<tr>
<td>23.</td>
<td>Continue regular monitoring of traffic operations in Rosslyn and surrounding neighborhoods, and implement traffic mitigation measures as needed</td>
<td>O</td>
<td>DES</td>
<td>Special Exception</td>
<td>Site Plan Contributions</td>
<td></td>
<td>121</td>
</tr>
<tr>
<td>24.</td>
<td>Employ curb space management practices to make the best use of Rosslyn’s limited on-street parking spaces.</td>
<td>O</td>
<td>DES</td>
<td>Special Exception, CIP</td>
<td>Site Plan Contributions, CIP</td>
<td></td>
<td>120–121</td>
</tr>
<tr>
<td>25.</td>
<td>Undertake study for removal of the Fort Myer Drive tunnel and reconfiguration of the intersection with Wilson Boulevard.</td>
<td>MT</td>
<td>DES</td>
<td>Special Exception, CIP</td>
<td>Site Plan Contributions, CIP</td>
<td></td>
<td>94</td>
</tr>
</tbody>
</table>

* Agency in bold would likely take the lead in implementing the action item.
**CHART 4.1 | IMPLEMENTATION ACTIONS**

<table>
<thead>
<tr>
<th>#</th>
<th>IMPLEMENTATION ACTIONS</th>
<th>TIMING</th>
<th>IMPLEMENTING AGENCY(S)*</th>
<th>COUNTY MECHANISM(S)</th>
<th>POTENTIAL FUNDING SOURCE(S)</th>
<th>DOES NOT REQUIRE REDEVELOPMENT</th>
<th>PAGE NUMBER OF RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td>Pilot and, if determined to be feasible, implement two-way traffic operation on Fort Myer Drive and Lynn Street</td>
<td>O/MT</td>
<td>DES</td>
<td>Special Exception, CIP</td>
<td>Site Plan Contributions, CIP</td>
<td>✓</td>
<td>94–95</td>
</tr>
<tr>
<td>27</td>
<td>Implement two-way traffic operation on Kent Street with redevelopment of adjacent property.</td>
<td>MT</td>
<td>DES</td>
<td>Special Exception</td>
<td></td>
<td></td>
<td>94–95</td>
</tr>
<tr>
<td>28</td>
<td>Improve George Washington Memorial Parkway trail connections, including through potential esplanade improvements, bicycle-pedestrian bridge from future 18th Street extension to Potomac River/Mt Vernon Trail, and multi-use trail connection from Iwo Jima Memorial to the Theodore Roosevelt Bridge.</td>
<td>O/LT</td>
<td>DES</td>
<td>CIP</td>
<td>Site Plan Contributions, Local, State, Federal, and Other</td>
<td></td>
<td>112–117</td>
</tr>
<tr>
<td>29</td>
<td>Study the costs and feasibility for construction of a Custis Trail underpass of Lynn Street in the Rosslyn Circle Area. Implement near-term at-grade improvements, such as curb and signal modifications as feasible to enhance overall user safety.</td>
<td>ST</td>
<td>DES</td>
<td>CIP</td>
<td>Site Plan contributions, local, state, federal, and other</td>
<td>✓</td>
<td>116</td>
</tr>
<tr>
<td>30</td>
<td>Study feasibility of highway bypass ramps.</td>
<td>LT</td>
<td>DES, VDOT</td>
<td>CIP</td>
<td>Local, State, Federal, and Other</td>
<td>✓</td>
<td>122</td>
</tr>
<tr>
<td>31</td>
<td>Explore feasibility and potential locations for a centralized bicycle parking facility in Rosslyn.</td>
<td>ST</td>
<td>DES, CPHD</td>
<td>Special Exception, CIP</td>
<td>Site Plan Contributions, CIP</td>
<td></td>
<td>116</td>
</tr>
</tbody>
</table>

**PARKS AND OPEN SPACE**

<table>
<thead>
<tr>
<th>#</th>
<th>IMPLEMENTATION ACTIONS</th>
<th>TIMING</th>
<th>IMPLEMENTING AGENCY(S)*</th>
<th>COUNTY MECHANISM(S)</th>
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<th>DOES NOT REQUIRE REDEVELOPMENT</th>
<th>PAGE NUMBER OF RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>32</td>
<td>Create, revitalize, and/or maintain public parks and open spaces in Rosslyn as indicated in Rosslyn’s New and Revitalized Parks (Chart 3.5) and the Public Parks and Open Space Map (Map 3.13).</td>
<td>O</td>
<td>DPR, CPHD</td>
<td>Special Exception, CIP</td>
<td>Site Plan Contributions, CIP</td>
<td></td>
<td>129, 131</td>
</tr>
<tr>
<td>33</td>
<td>For site plan projects that do not include land planned for new or revitalized parks, encourage contributions toward the master planning, implementation and maintenance of Rosslyn’s New and Revitalized Parks.</td>
<td>O</td>
<td>DPR, CPHD</td>
<td>Special Exception</td>
<td>Site Plan Contributions</td>
<td></td>
<td>192–194</td>
</tr>
<tr>
<td>34</td>
<td>Adequately maintain and improve, as needed and based on levels of priority as identified in the County Capital Improvements Program (CIP), recreational facilities in surrounding areas that directly serve the needs of the Rosslyn and neighboring populations.</td>
<td>O</td>
<td>DPR</td>
<td>CIP</td>
<td>Site Plan Contributions, CIP</td>
<td>✓</td>
<td>130–131</td>
</tr>
<tr>
<td>35</td>
<td>Maximize opportunities to increase tree canopy coverage throughout the RCRD in parks, streetscape areas, and private spaces.</td>
<td>O</td>
<td>DPR, DES, BID, CPHD</td>
<td>Special Exception, CIP</td>
<td>Site Plan Contributions, CIP</td>
<td></td>
<td>151</td>
</tr>
<tr>
<td>36</td>
<td>Implement phased segments of the Esplanade as right of way and funding are available.</td>
<td>O</td>
<td>DES, DPR, CPHD</td>
<td>Special Exception, CIP</td>
<td>Site Plan Contributions, CIP</td>
<td></td>
<td>138–141</td>
</tr>
</tbody>
</table>

* Agency in bold would likely take the lead in implementing the action item.
<table>
<thead>
<tr>
<th>#</th>
<th>IMPLEMENTATION ACTIONS</th>
<th>TIMING</th>
<th>IMPLEMENTING AGENCY(IES)*</th>
<th>COUNTY MECHANISM(S)</th>
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<th>DOES NOT REQUIRE REDEVELOPMENT</th>
<th>PAGE NUMBER OF RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>37.</td>
<td>Complete Gateway Park master planning process.</td>
<td>ST</td>
<td>DPR, VDOT</td>
<td>Special Exception, CIP</td>
<td>Site Plan Contributions, CIP</td>
<td>✓</td>
<td>132–133</td>
</tr>
<tr>
<td>38.</td>
<td>Enhance the edges of Dark Star Park as surrounding streets are narrowed. Improve landscaping and park elements while maintaining the artistic integrity and spirit of Dark Star Park.</td>
<td>MT/LT</td>
<td>DPR, DES, AED</td>
<td>Special Exception, CIP</td>
<td>Site Plan Contributions, CIP</td>
<td>✓</td>
<td>134–135</td>
</tr>
<tr>
<td>39.</td>
<td>Initiate master planning process for Freedom Park.</td>
<td>MT/LT</td>
<td>DPR, CPHD</td>
<td>Special Exception, CIP</td>
<td>Site Plan Contributions, CIP</td>
<td>✓</td>
<td>136–137</td>
</tr>
<tr>
<td>40.</td>
<td>Coordinate with National Park Service to ensure the completion of the Environmental Impact Statement for the planned boathouse facility and partner in implementing this facility.</td>
<td>MT/LT</td>
<td>DPR, NPS</td>
<td>CIP, Local, State, Federal, and Other</td>
<td>✓</td>
<td>150</td>
<td></td>
</tr>
<tr>
<td>41.</td>
<td>Implement phased Gateway Park master plan.</td>
<td>MT/LT</td>
<td>DPR, VDOT</td>
<td>Special Exception, CIP</td>
<td>Site Plan Contributions, CIP</td>
<td>✓</td>
<td>132–133</td>
</tr>
<tr>
<td>42.</td>
<td>Expand, enhance, and improve public access to Freedom Park.</td>
<td>MT/O</td>
<td>DES, DPR, CPHD</td>
<td>Special Exception, CIP</td>
<td>Site Plan Contributions, CIP</td>
<td></td>
<td>136–137</td>
</tr>
<tr>
<td>43.</td>
<td>In coordination with future site plan development for the site, pursue master planning process and implementation of Rosslyn Plaza Park.</td>
<td>O</td>
<td>DPR</td>
<td>Special Exception</td>
<td>Site Plan Contributions, CIP</td>
<td></td>
<td>146–150</td>
</tr>
<tr>
<td>44.</td>
<td>Secure right of way or public access easements for the 18th Street Corridor. Implement open space improvements along 18th Street Corridor as adjacent sites redevelop.</td>
<td>O</td>
<td>DES, DPR, CPHD</td>
<td>Special Exception</td>
<td>Site Plan Contributions</td>
<td></td>
<td>98–99, 142–145</td>
</tr>
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</table>

## URBAN DESIGN, BUILDING HEIGHT AND FORM

<table>
<thead>
<tr>
<th>#</th>
<th>IMPLEMENTATION ACTIONS</th>
<th>TIMING</th>
<th>IMPLEMENTING AGENCY(IES)*</th>
<th>COUNTY MECHANISM(S)</th>
<th>POTENTIAL FUNDING SOURCE(S)</th>
<th>DOES NOT REQUIRE REDEVELOPMENT</th>
<th>PAGE NUMBER OF RECOMMENDATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>45.</td>
<td>Implement the “Peaks and Valleys” building height and form guidelines with redevelopment projects.</td>
<td>O</td>
<td>CPHD</td>
<td>Special Exception</td>
<td></td>
<td></td>
<td>154–183</td>
</tr>
<tr>
<td>46.</td>
<td>Coordinate with the Rosslyn Business Improvement District to finalize streetscape elements and establish a process for implementation and installation.</td>
<td>ST</td>
<td>DES, CPHD, BID</td>
<td>TBD</td>
<td>✓</td>
<td>184–185</td>
<td></td>
</tr>
<tr>
<td>47.</td>
<td>Support installation and upkeep of streetscape elements with redevelopment projects in accordance with the Rosslyn Sector Plan and Rosslyn Business Improvement District standards where applicable.</td>
<td>O</td>
<td>DES, BID</td>
<td>Special Exception</td>
<td></td>
<td></td>
<td>184–185</td>
</tr>
<tr>
<td>48.</td>
<td>Encourage public art contributions with redevelopment projects and, where appropriate, allow for on-site public art commissions within with private development.</td>
<td>O</td>
<td>AED, CPHD, BID</td>
<td>Special Exception</td>
<td></td>
<td></td>
<td>186</td>
</tr>
</tbody>
</table>

* Agency in bold would likely take the lead in implementing the action item.
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<th>PAGE NUMBER OF RECOMMENDATION</th>
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<tbody>
<tr>
<td>49</td>
<td>Encourage green streets, walls, and rooftops with redevelopment projects.</td>
<td>O</td>
<td>CPHD, DPR, DES</td>
<td>Special Exception</td>
<td></td>
<td></td>
<td>188</td>
</tr>
<tr>
<td>50</td>
<td>Support the periodic closure of streets to traffic to serve public events, such as Festivals. Appropriate streets include N. Moore Street, 18th Street Corridor, Fort Myer Drive, N. Lynn Street and streets fronting major open spaces.</td>
<td>O</td>
<td>DES</td>
<td></td>
<td></td>
<td>✓</td>
<td>188–189</td>
</tr>
<tr>
<td>51</td>
<td>Install gateway features and public art at prominent locations as recommended in the Rosslyn Sector Plan.</td>
<td>O</td>
<td>AED, CPHD, DES</td>
<td>Special Exception, CIP</td>
<td>Site Plan Contributions, CIP</td>
<td></td>
<td>189–190</td>
</tr>
<tr>
<td>52</td>
<td>Complete implementation of the Corridor of Light.</td>
<td>O</td>
<td>AED</td>
<td>Special Exception, CIP</td>
<td>Site Plan Contributions, CIP</td>
<td></td>
<td>186–187</td>
</tr>
<tr>
<td>53</td>
<td>Develop guidance on paving materials, landscape standards, lighting, and street furniture for the 18th Street Corridor.</td>
<td>ST</td>
<td>CPHD, DES, DPR</td>
<td>Special Exception, CIP</td>
<td>✓</td>
<td>142–145; 184–185</td>
<td></td>
</tr>
<tr>
<td>54</td>
<td>Develop a public art plan for the 18th Street Corridor.</td>
<td>MT</td>
<td>AED, DPR, CPHD</td>
<td></td>
<td>✓</td>
<td>142–145; 187</td>
<td></td>
</tr>
</tbody>
</table>

* Agency in bold would likely take the lead in implementing the action item.
APPENDIX – Additional Recommended Street Cross Sections
**17TH STREET NORTH**

Street Cross Section

From N. Nash Street to Fort Myer Drive
ROSSLYN SECTOR PLAN

DEPARTMENT OF ENVIRONMENTAL SERVICES
Engineering and Capital Projects Division
Engineering Bureau
2100 Clarendon Boulevard, Suite 813, Arlington, VA 22201
Phone: 703.228.3629  Fax: 703.228.3606  www.arlingtonva.us

CLARENDON BLVD
Street Cross Section
From N. Pierce Street to N. Oak Street
FAIRFAX DRIVE
Street Cross Section
West of Fort Myer Drive
FORT MYER DRIVE
Street Cross Section
From 19th Street to Lee Hwy
FORT MYER DRIVE
Street Cross Section
From Fairfax Drive to 17th Street (Without Tunnel)
NORTH KENT STREET
Street Cross Section
North End
ROSSLYN SECTOR PLAN

NORTH KENT STREET
Street Cross Section
South End

Existing

Proposed

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ENVIRONMENTAL SERVICES
Engineering and Capital Projects Division
Engineering Bureau
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NORTH LYNN STREET
Street Cross Section
From 19th Street to Lee Hwy
Existing

W

Building
Sidewalk
Travel Lane
Travel Lane
Median
Travel Lane
Travel Lane
Travel Lane
Bike Lane
Parking Lane
Sidewalk
Building

10.0'
13.0'
13.0'
13.0'
11.0'
11.0'
11.0'
6.0'
14.0'
16.0'

118.0'
Back of sidewalk to back of sidewalk

Street Width

Proposed

W

Building Extension
Sidewalk w/ Street Trees
Parking/ Travel Lane
Travel Lane
Left Turn Only
Travel Lane
Travel Lane
Parking Lane
Cycle Track/ PBL
Sidewalk w/ Street Trees
Building

18.0'
11.0'
11.0'
11.0'
11.0'
11.0'
8.0'
10.0'
18.0'

109.0'
Back of sidewalk to back of sidewalk

Street Width

NORTH LYNN STREET
Street Cross Section
South of Wilson Blvd

DEPARTMENT OF ENVIRONMENTAL SERVICES
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Phone 703.228.3629 Fax 703.228.3606 www.arlingtonva.us
WILSON BLVD
Street Cross Section
From N. Nash Street to Fort Myer Drive
WILSON BLVD
Street Cross Section
At Lynn Street
WILSON BLVD
Street Cross Section
From N. Pierce Street to N. Oak Street