

**Site Plan Review Committee**  
Community Engagement Comments and Responses  
Project – Ames Center

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**Site Plan Project Information**

**Project Name:** Ames Center (1820 Fort Myer Drive)

**Items Requested:** Rezoning, Major Site Plan Amendment

**Engagement Session #1:** July 16 – July 23, 2020

**Review Focus Topics:** Transportation, Open Space and Landscaping, Construction Implementation, Community Benefits



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**About this Document**

This document contains all the comments received as a part of the first Site Plan Review Committee’s online engagement for the Ames Center project between July 16 and July 23. The comments are sorted by the topics that were highlighted in this review (transportation, open space, construction implementation, and community benefits). All comments beyond those topics are in the Other Comments section. In order to sort of the comments by topic, some comments have been split and included in multiple tables. Use the table of contents to easily jump to a particular section or click on the “Return to Table of Contents” link at the bottom of each page to return to the first page of this document.

From the SPRC Chair/Ames Center:

Colleagues:

I hope you have been able to adequately acquaint yourselves with the Ames Center project. We have had one SPRC meeting, held in-person on February 24th, and this “Online Engagement Opportunity” held between July 16th and July 23rd. The final virtual SPRC meeting is scheduled for September 17, 2020.

The Ames Center project had been in the works for several years, before being brought forward for SPRC review. There had been a concept plan review which effectively sent the developer back to the drawing board, since that now discarded plan proposed a building in the middle of what is to be 18th Street, one of the key policies for the street and open space network in Rosslyn (page 92 of the Rosslyn Sector Plan). The developer came back with a new proposal, which we are now reviewing.

The SPRC review conducted through the engagement process resulted in a robust comment matrix with staff and developer responses. Below please find major issues that were raised and the stated of resolution to date of those issues. This is not a definitive list of issues. I note that many comments were appreciative of the “woodland meadows” approach, and the architecture (with some suggested alterations). Regarding 18th Street, most comments expressed appreciation of the woodland meadows design as urban refuge and added interest of a changing environment walking along 18th Street from Central Place (urban plaza) through something with greenery. One comment expressed a desire for the different parts of the new 18th Street to feel like a continuous public right of way. Developer will use the Rosslyn Street Scape standards and work with the Rosslyn BID to find ways to ensure this continuity. Comments also expressed approval of the woodland gardens design. The developer promises to include a runnel for better bike navigation of the grade change between N. Nash Street and Fort Myer Drive.

The list below is not closed, but is intended to help guide the SPRC discussion in the virtual meeting to come.

- 1) Removal of the skywalks and improved street network: Staff had noted that the Rosslyn Sector Plan (RSP) called for maintenance of skywalks as an interim condition. That would have mean taking them down and rebuilding them, which would have been extremely expensive and difficult. Most commenters remarked that an improved street network could usefully replace the skywalks.
- 2) Parking ratio of a building in light of Residential Parking Study: Developer has removed one level of parking reducing to four levels and bring the ratio down to 0.72 spaces per unit, after presenting a “Residential Parking Ratio Comparison” chart, much like that presented for the Holiday Inn project. Developer will present a revised chart at the final SPRC and has argued that, since the JBG Smith Central Place project was approved at 0.83 spaces per unit, a 0.72 parking ratio represents progress. However, commissioners point out that the Residential Parking Study allows for a minimum of 0.2 spaces per unit for a site this close to Metro. Developer argues that a 0.72 ratio reflects the current market need and proposes to build a parking structure that could be repurposed for other uses in the future, when it is anticipated that parking demand and auto use will fall. Commissioners have pressed for developer to proactively investigate shared parking, should the structure have

vacancies. Staff notes that no additional density above 10.0 FAR may be pursued under current RSP guidance, complicating a plan to repurpose that space.

- 3) Sufficiency of environmental profile (LEED, Arlington priority credits, other): see comment by E2C2 Mike Hanna (page 34) and DES energy chart.
- 4) Adherence of proposal to final condition for N. Nash, especially two protected bike lanes (PBL). The RSP has called for two protected bike lanes going north and south on N. Nash. The final condition will include one PBL and one buffered lane, with on-street parking available on the east side of the street.
- 5) Elevator overruns: developer needs these to service penthouse mechanical equipment and is working with County staff to resolve the issue of impacts to view corridors.
- 6) Need for support for utilization of planters on balconies: many commenters asked how the developer would support the balcony planters, requesting that the developer help ensure that the planters are used, with provision of soil and perhaps water.
- 7) Community benefits: work in progress.

Thanks for your participation.

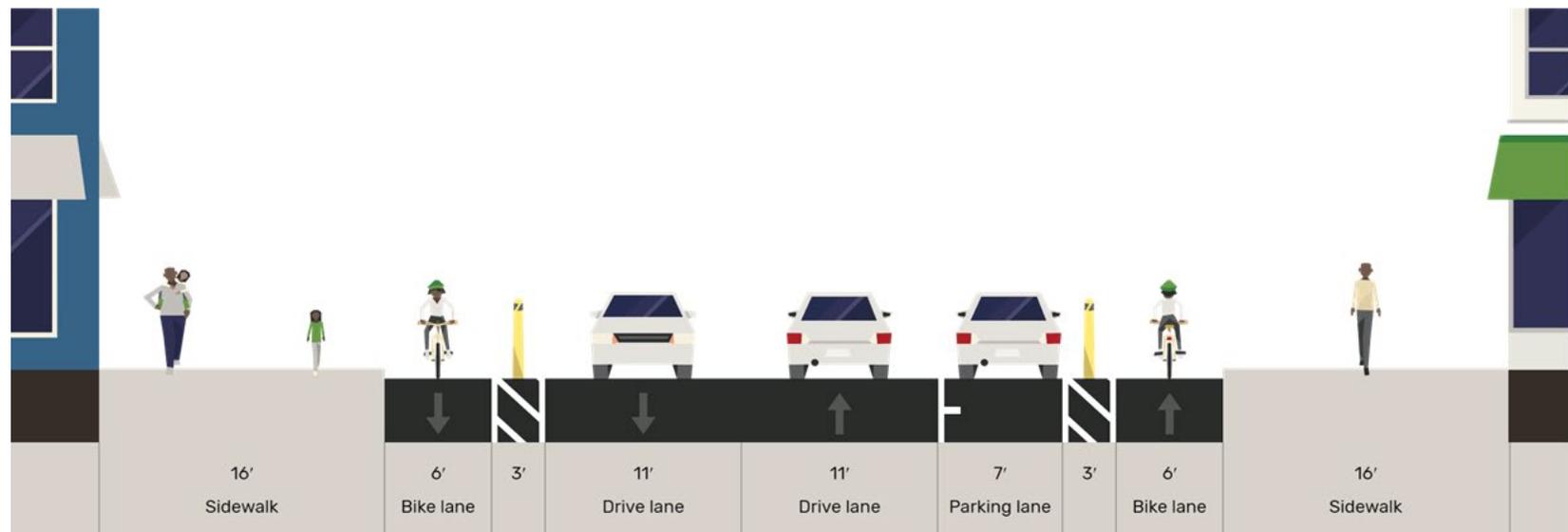
Jane Siegel  
Chair, Ames Center SPRC

## Responses to Common Topics

### 1. Bicycle Infrastructure Alignment on Nash Street

Curb space management and right-of-way (street) markings are a key element of all development projects. Preserving and/or creating opportunities for on-street parking allows for vehicles to load and un-load passengers utilizing rideshare or other services and creates space outside of vehicle/bicycle/pedestrian travel areas for deliveries and other short-term parking needs. The original design for the Ames Center site plan proposed utilizing the Fort Myer Drive frontage for short-term on-street parking and loading. However, due to the future Fort Myer Drive tunnel removal project, which would require times when the Fort Myer Drive frontage would be unavailable for parking due to construction and other Maintenance of Traffic (MOT) needs, the North Nash Street frontage was considered to serve the site's on-street parking needs.

The existing N. Nash Street has parking on both sides and does not have any marked bicycle facilities. The Rosslyn Sector Plan, Bicycle Element of the Master Transportation Plan (MTP) and the Core of Rosslyn Transportation Study all call for protected or buffered bicycle lanes in both directions. The proposed Ames Center project will build a buffered bike lane along the southbound side and a protected bike lane along its site frontage (northbound). See the revised N. Nash Street cross-section (looking north) below.



## **2. Skywalk/Pedestrian Bridge Removal or Replacement**

Several comments addressed the need to remove existing skywalks, elevated pedestrian walkways, in accordance with Sector Plan goals and on the principle of focusing pedestrian activity at the street level. Multiple respondents acknowledged personal use of the skywalks as a connection to Metro, but those comments focused on ensuring safe street-level connections if skywalks are removed. In response, staff comment responses below confirm that pedestrian infrastructure improvements will be made to facilitate at-grade walking paths at existing intersections.

As some comments also pointed out, the skywalk connection extending from Nash Street to the Rosslyn Metro Station at N. Moore Street contain multiple stairs or steps and is not accessible to people with disabilities. To meet Sector Plan criteria under Recommendation B, replacement of the skywalks would require elevator access from the sidewalks on Nash and Fort Myer if public lobby access could not be provided. If an option to replace and rebuild the existing skywalks is pursued, it is likely that a portion the cost would be supplemented as part of a community benefits package negotiated with the County. In addition, while the Sector Plan calls for possible skywalk reconstruction as an “interim condition”, the life span of any new structure could be anticipated to be decades. For these reasons, and for the level of support shown in comments received as well as planned intersection improvements for pedestrian walking paths, the proposed removal of the skywalks with the Ames Center project is not anticipated to remain an issue.

## **3. Proposed Off-Street Parking**

A high number of comments identified the amount of residential parking and the scale of above-grade parking as an issue, citing the adjacency of the Rosslyn Metro Station as a reason to minimize parking spaces further. At least one comment also requested clarification how parking will be provided for both the church and gas station uses, and whether there will be shared parking between residential, commercial, church, and gas station uses.

The Sector Plan acknowledges both the pedestrian-level impact of above-grade parking structures and development limitations for underground parking in Rosslyn due to sub-surface bedrock. The Plan recommends that no more parking should be provided than is needed to support proposed uses and intensity for a site, and that parking space located above-grade be minimized to reduce overall building volume and impacts to the facade. Proposed above grade structures should include a case for consideration that demonstrate design, environmental, and/or economic justifications.

Recently, the developer revised the proposal to remove one above grade parking level and 76 parking spaces, which represents an improvement in line with the Sector Plan guidance. The above-grade parking structure facade is also designed to be consistent with the primary building facade. These elements are consistent with the massing and design treatment of the Central Place (SP (#335) parking garage, which was approved in May 2007 with a 0.83 spaces per unit residential parking ratio and four levels of above-grade parking over the ground floor level of the south office building.

#### 4. Open Space Improvements

There were several comments in support of the proposed plaza design, with some comments including suggestions related to design standards, impervious area, and tree canopy. The Rosslyn Sector Plan describes development of the Ames Center plaza as part of the 18th Street Corridor in detail, naming this segment “The Rosslyn Steps” and noting it is generally envisioned to provide a public way through the site for pedestrian and bicyclist travel with “limited expectations for supporting plaza area” and a focus on siting buildings to maintain direct visual and physical connections between Metro Station Plaza and the intersection of N. Oak Street and 18th Street N. The Sector Plan doesn’t require common design elements but does encourage a variety of experiences within the Corridor. The Ames Center plaza is identified as a “Linking Space” on Map 3.13 (page 131), which provide for connections between other open spaces within an integrated network, and it is also assigned a “Revitalizing Space” typology in Chart 3.5 (page 129), which include passive space opportunities and amenities such as seating, gardens, public art, or other suitable features.

Planning documents have been adopted by the County Board subsequent to the Sector Plan that provide plaza design guidance, including the Rosslyn Streetscape Elements Master Plan (June 2017) and the updated Public Spaces Master Plan (April 2019). Precedent examples in the 18th Street Corridor, including the constructed Central Place (SP #335) plaza or the conceptual plaza design approved for the 1401 Wilson site (SP #429), were approved with unique, uncoordinated plaza designs.

#### 5. Elevator Overruns

Several comments suggested the proposed elevator overruns on each tower would be disruptive to views from the Central Place Observation Deck and should be removed. The proposed elevator overruns would extend approximately 13 additional feet above the 23-foot penthouse height permitted under the Zoning Ordinance. Technical information is under review and it is unclear if there are alternatives to provide elevator access to the penthouse level, but the applicant has provided images (shown below) that reflect how the elevator overruns impact views from the Central Place Observation Deck in accordance with the Sector Plan guidance.



EXTENDED VIEW FROM CENTRAL PLACE WITHOUT PENTHOUSE ELEVATOR OVERRUN



EXTENDED VIEW FROM CENTRAL PLACE WITH PENTHOUSE ELEVATOR OVERRUN

## Transportation

Number	Name	Connection to Project	Transportation Comments	Responses
T-1	Susan Vincent	Community member or neighbor	Since I never use the sky walks, I have no problem with them being removed. I worry about the county's desire to limit parking. This covid-19 pandemic has shown that public transportation and Uber may not always be desirable ways of getting around. Having said that, it's good that some parking spaces in this design could be used in another way if not needed in the future.	<p><b>Staff Response:</b> Thank you for your feedback.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Removing the skybridges and implementing safe, ADA-accessible sidewalks and crossings at grade are important goals of the Rosslyn Sector Plan and the Core of Rosslyn Study. Consistent with this guidance, the applicant's proposal includes significant upgrades to the pedestrian infrastructure through and around the site. Safer, wider sidewalks with street trees and retail frontages will replace the existing narrow walking zones (which are as narrow as 10' in some areas) and surface parking areas. Specifically, sidewalk profiles will be increased to 16' along N Nash Street and 20-22' along Ft. Myer Drive. Additionally, the applicant proposes to eliminate the slip lane in this area and dramatically reduce pedestrian crossing distances. This will allow a far safer and more convenient crossing of both Nash Street and Fort Myer Drive than exists today. We will continue to coordinate with staff to examine options for creating safer, more efficient crossings both in the interim and final site conditions. Addition measures which could be considered include Rectangular Rapid Flashing Beacons (RRFB) and Lead Pedestrian Intervals (LPI).</i></p>
T-2	Jennifer Sosin	Community member or neighbor	<p>Re pedestrian access: With the demolition of the pedestrian bridges, the pedestrian route from Metro to Key Boulevard will become surface streets only, and until the proposed 18th Street corridor is completed, this walk will become longer, with a steep grade to get around the church. Please consider whether additional adaptations, markings, and protected crossings are required to facilitate this walk.</p> <p>Re parking: If Arlington prefers fewer parking spaces than residential units, perhaps the County should consider making a certain number of spaces dedicated to car-sharing a requirement of large multi-unit buildings. In addition, with an assumption that a large number of residents (and hotel guests) will not have cars, then ensuring sufficient space for taxis/Uber/Lyft to collect and discharge passengers from each building without blocking traffic and bike lanes will be important.</p>	<p><b>Staff Response:</b> Pedestrian infrastructure improvements will be made to facilitate at-grade walking paths at existing intersections. Short-term on-street parking will be provided along the N. Nash Street and Fort Myer Drive frontages.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior response regarding the skybridges and pedestrian access.</i></p> <p><i>Re: Parking. Our transportation consultants have analyzed the approved parking for over 25</i></p>

			<p>Similarly, given the increasing use of delivery services for small deliveries of meals and groceries, how/where will delivery vehicles park without blocking traffic? Is a higher number of easily-accessible visitor parking places required?</p>	<p><i>different multifamily projects located in Arlington. The chart summarizing the approved parking ratios has been updated to include projects approved through spring of 2020.</i></p> <p><i>In the Rosslyn submarket, the lowest ratio approved (0.7 spaces/unit) is for the nearby 1900 Ft. Myer Drive (Rosslyn Holiday Inn) development, which was approved in September 2019. The applicant's current proposal of 0.72 spaces/unit is consistent with this precedent, and it falls within the range of parking ratios recommended in applicable County guidance. While some recent developments have been approved with even lower ratios (e.g., 1900 Crystal Drive), these ratios are reflective of site-specific considerations which are not applicable to the Ames Center site (such as the ability to utilize additional spillover parking in an adjacent shared garage). The applicant's proposal is based on extensive market research indicating what ratios are appropriate in light of the project's location and residential unit program. The applicant will implement a transportation demand management (TDM) plan to mitigate the lower parking ratio and encourage the use of transit and alternative transportation modes.</i></p>
T-3	Terri Prell	SPRC - North Rosslyn Civic Association	<p>On Transportation</p> <ol style="list-style-type: none"> <li>1. Will the loading dock on N. Nash also be head in head out with no trucks backing on to N. Nash?</li> <li>2. The elimination of the right turn channel will back up traffic on an already very problematic intersection. This will make the merge from Key Blvd even more difficult.</li> <li>3. I am unclear how much on street parking will be eliminated on N. Nash. This is area is very underserved with on street parking. The addition of more residents and no provisions for visitor parking will exacerbate the problem. No all people can come by public transportation or cycle.</li> </ol>	<p><b>Staff Response:</b> The county policy to remove slip lanes supports improved pedestrian access and safety. The proposed project will maintain on-street parking on N. Nash Street on both sides of the street.</p> <p><u>Applicant Response:</u> <i>Loading will be head in, head out.</i></p> <p><i>Our transportation consultants conducted a full multi-modal transportation analysis to evaluate the transportation impacts of the proposed development. This analysis concluded that the impact on the adjacent street network would be minimal, given the variety of transit options which serve the site. In the future with the redevelopment of the site, the eight (8) signalized</i></p>

				<p><i>study intersections would continue operate consistently with the results presented under the future conditions without redevelopment. In general, the signalized study intersections would experience three (3) seconds or less of overall delay. All turning movements at the proposed site driveways would operate at acceptable LOS.</i></p> <p><i>The applicant is continuing to coordinate with Staff on final streetscape details for N Nash Street.</i></p>
T-4	James Lantelme	SPRC - Planning Commission	<p>Transportation. I am gratified to see that the parking ratio has dropped to .72 and that part of the above-ground garage is convertible to residential space. Parking for the church needs to be addressed as should shared parking.</p> <p>I note that there are nine curb cuts around this site plus two for the Hyatt. Four are for the gas station. Over the life of these buildings, we have to assume that as the world shifts to electric cars, the number of gas stations will continue to drop. When this use ends, I think there should be a site plan condition that will prohibit any other auto-serving use and mandate elimination of the four curb cuts.</p> <p>The sky bridges have to go. The sector plan calls for their ultimate removal. They are not ADA compliant and, anecdotally, they are not heavily used. The language in the sector plan that calls for them to stay either rehabilitated or rebuilt pending removal of the Ft Myer tunnel is not mandatory. There are many barriers to rehabing or rebuilding: cooperation of the property owners on the other ends of the bridges is needed but not guaranteed, the feasibility for ADA mandated access on those other properties is unknown, and the cost could reasonably be estimated at 7 to 8 figures. All for a use that will be obsolete when the tunnel is filled in at some point this decade. The life of the bridges will be much longer than that. The sector plan calls for their elimination when a safe at-grade crossing for the 18th St corridor is accomplished. The money for the bridges would be better spent improving the intersections at Nash and Ft Myer, and Key Blvd and Nash. Plus, an interim mid-block signalized crossing could be installed just north of the tunnel entrance on Ft Myer. Because it is an entrance, it would be safer for pedestrians than if traffic was coming out of it. It is also much closer to the 18th St axis and the Metro entrance than the two sky bridges. Once the plaza is complete, it is along a desire line that will have people crossing illegally anyway to reach the Metro entrance on Ft Myer.</p> <p>In addition to my comments already submitted, I am joining with the comments of Commissioner Slatt regarding N Nash St bicycle lanes. The</p>	<p><i>Staff Response:</i> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p>Pedestrian infrastructure improvements will be made to facilitate at-grade walking paths at existing intersections. There is no plan for a temporary signalized crossing of Fort Myer Drive with this site plan.</p> <p><i>Applicant Response:</i> Thank you for your feedback. Please refer to our prior response regarding the parking ratio, skybridges, and pedestrian circulation.</p> <p><i>The future of the gas station is an important consideration in the applicant's proposal. We anticipate that the auto use will slowly phase out over time and transition to retail use. As such, we have designed the gas station shell to be easily convertible to retail use in the future, with tall ceilings and appropriate infrastructure and loading capacity. It should be noted, however, that the gas station is subject to a long-term lease.</i></p>

			Sector Plan calls for separated paths in both directions. The Staff Report for the project does not discuss the reasons, if any, for a buffered bike lane in one direction only as the final configuration.	
T-5	Ian Blackwell	SPRC - Pedestrian Advisory Committee	<p>Per the presentation, the proposes parking ratio within the building is at .72. As the staff presentation states, the minimum requirement for this location is just .2. Given that there are 3 levels of above grade parking in the site plan, what is the need for this additional parking? The site is adjacent to a metro stop and so I feel this additional parking is not needed, particularly because it is achieved through above ground means. The applicant presentation included a listing of "similar" Multifamily properties that have higher parking ratios, but I would be interested to see what the usage rates are of those properties. While the street level is active with planned retail and lobby use, floors 2-4 are very much a block, and a decrease in parking could remove that block appearance.</p> <p>Lastly, I first want to say I do think that the streetscape is being vastly improved in this location by this project when compared to the current situation (removal of slip lane, decreased crossing lengths, etc). In that manner, I think through this project we can look to achieve the goals we have for the site, and by that I refer to the planned bicycle lane on Nash St that is part of the sector plane. It was mentioned in the presentation that this was not to be included in the initial construction but would be evaluated later when the overall Rosslyn tunnel situation is handled. I think this would be a perfect opportunity to set the foundation for the cycletrack and include a bicycle lane on Nash as part of this project. It seems to be a wasted opportunity to say we will address this later.</p>	<p><b>Staff Response:</b> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior response regarding the parking ratio and pedestrian circulation.</i></p> <p><i>The four (4) levels of above-grade parking may be converted to residential use if parking demands decrease in the future. To facilitate this conversion, the above-grade parking structure is designed with some accommodations: floor-to-floor heights that meet residential program needs, increased slab thicknesses to withstand greater structural loads, and space allocated for future infrastructure. The project will also have enough electrical capacity to service future additional units, and the mechanical, water, and sewer infrastructure will be designed with additional capacity. In addition, the above-grade parking facades are being designed to convert to residential facades, though operable windows may be added at the time of the conversion.</i></p> <p><i>The applicant is currently coordinating with Staff on the design of bike lanes for both sides of N Nash Street, to be implemented with initial construction of the project.</i></p>
T-6	Benjamin Nichols	Community member or neighbor	<p>While I am extremely enthusiastic in my support of this project overall, as it adds so many additional housing units, I do have some concerns with the proposed plans. I am disappointed to see the number of units/FAR drop (its clear to me that the 18th street improvements justify an FAR above 10.0), as more housing is desperately needed, especially so close to the metro. I wish there were a higher percentage of electric vehicle spaces than just 2%, my family is currently considering getting an EV but the setup in the parking structure of our current building is a serious concern for upgrading to this more sustainable option for our one car. One question: are the EV spots and the bike parking spots all outside of the area of the structured parking that is noted as convertible to residential use (1:33 of first applicant video)? In a similar vein, I have serious concerns about the above grade</p>	<p><b>Staff Response:</b> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior responses on parking and bike lanes.</i></p> <p><i>The overall project density was reduced from 10.5 FAR to 10.0 FAR in response to County Staff comments and other constructability considerations, thus leading to a reduction in the overall unit count. For more information, please</i></p>

			<p>parking, and while I feel the applicant's presentation regarding facade and louvers was strong, I am struck that the applicant is proposing parking per unit that is .52 spaces per residential unit above the minimum recommended by the sector plan. A building this close to the metro should adhere much more closely to the minimum .25 spaces per unit (.2 in residential and .05 in visitor). I hope the applicant will reconsider their proposal for above grade parking and opt for something more in-line with the sector plan and the context of the site (directly adjacent to the metro).</p> <p>My main objections to the project, though again I overall enthusiastically support it for its creation of large amounts of new housing units, is around its insufficiency in enabling bicycle transportation. It appears the bike lane proposed on ft myer will face serious conflicts with both on street parking and the pickup/drop off zone. The staff presentation notes that the 18th st connection should be traversible by pedestrians and bicyclists (1:25) but there appear to be no considerations for transporting bikes across the grade break or up the stairs. This could be fixed by adding a bicycle ramp element to the stairs so cyclists could walk up the stairs while rolling their bikes up the ramp, but this appears to be completely ignored at the moment. Lastly, and most concerningly, the plan calls for on-street parking at the site on southbound N Nash street that is not in the sector plan and proposes not building a bike lane southbound there that is in the bicycle element of the master transportation plan. Staff notes that this may change after the tunnel removal but the tunnel is on Ft myer, not N nash and I see no reason to wait. Protected bikelanes on both sides of N nash are in the bicycle element of the master transportation plan and they should be built as part of this project to ensure that biking is safe, enjoyable, and accessible here.</p>	<p><i>refer to the applicant's video presentation for the second Engagement Session.</i></p> <p><i>The applicant intends to install the infrastructure necessary to increase the number of EV charging stations based on project demand.</i></p> <p><i>The applicant intends to install a bike runnel along the 18<sup>th</sup> Street Corridor to address the change in grade.</i></p>
T-7	Sarah Baryluk	Community member or neighbor	<p>There are bike lanes called for on North Nash St in both directions according to the transportation plan, and they should both be built for this project in order to follow the transportation plan. The removal of the tunnel is on the other street (Fort Myer), not on North Nash, so there is no reason to delay safe bicycling facilities on North Nash until the tunnel is removed.</p>	<p><b>Staff Response:</b> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior responses on bike lanes.</i></p>
T-8	Christopher Scott	Community member or neighbor	<p>We should not be replacing a PBL called for in the MTP with on-street parking when so much above grade parking is already being allowed.</p>	<p><b>Staff Response:</b> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior responses on bike lanes.</i></p>
T-9	Mike McDonald	Community member or	<p>Overall, I'm very impressed with the design and believe it will be a great addition to the Rosslyn skyline. I have a few</p>	<p><b>Staff Response:</b> Thank you for your feedback. A Maintenance of Traffic (MOT) plan will be</p>

		neighbor	<p>comments/concerns/questions that I would like addressed:</p> <ul style="list-style-type: none"> <li>- What improvements are being made to address pedestrian safety at the multiple entrances into the garage? Given the nature of that use and it being at street/sidewalk level it lends itself to conflicts.</li> <li>- I would strongly urge the county to push forward the Fort Myer improvements timeline to more closely coincide with this project timeline. This would ultimately save money by not having to tear out newly repaved streets and sidewalks shortly after the Ames redevelopment finishes just to start the Fort Myer Drive work. My primary concern is the lack of inclusion of protected on-road bike facilities in the interim plans on Fort Myer Drive and N Nash. At a minimum the interim bike lane, should be between the interim street parking and the sidewalk rather than what's currently shown between the interim parking and travel lanes.</li> <li>- During construction, what pedestrian accommodations or considerations will be made around the site (i.e. covered pedestrian walkways along both street frontages, temporary crosswalks)?</li> <li>- Please provide further information on the timing and logistics of the removal of the pedestrian bridges. As someone who uses the skybridges daily to access the Metro, this would have a notable impact on my path to the Metro. This would be another reason to push forward the timing of the Fort Myer Drive improvements. It would allow the planned pedestrian crossings to be in place in tandem with the removal of the skybridges and opening up of the new Ames Center 18th St plaza.</li> <li>- I believe there is still far too much vehicular parking on this project. The project is directly across the street from one of the busiest Metro stations outside of DC and only a block away from one of the busiest bike/pedestrian trails in the region. There should be much less of a focus on vehicle-storage and accommodating cars. The current ratio is nearly on par with what was approved for the comparable Penzance West Rosslyn project currently under construction, however that site is notably further from a Metro station. I am happy with the amount of bicycle parking in the project. Is there any possibility for expanding the bike storage area in the future if needed? Will there be a Capital Bikeshare station onsite?</li> <li>- I would recommend the inclusion of a bicycle ramp on the stairs that go through the 18th St Plaza to allow bicyclists to walk their bikes down the stairs.</li> </ul>	<p>required during construction and will include details on safe routes for pedestrians and other modes.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior responses on skybridges, parking, and the bike tunnel.</i></p> <p><i>The applicant will comply with all Arlington County standards for pedestrian safety and accessibility during construction as well as safety measures for garage entrances.</i></p>
T-10	Nancy Sharkey	Community member or neighbor	<p>As far as I can tell, there is no plan to have a metro entrance on this side of the street. This seems absurd. Given the sheer volume of people crossing to get to metro and the volume of cars on this street, the lack of metro access is asking for pedestrian deaths and traffic jams. I used to live in Rosslyn and crossing to get to the metro is like a game of</p>	<p><u>Staff Response:</u> Thank you for your feedback.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback.</i></p>

			frogger, even when you are crossing at the light and with the light. I hope that I am just missing something.	
T-11	John Lovelace	Community member or neighbor	The applicant is requesting far too many parking spaces be built. How much parking does Rosslyn have already? Why does every building need a massive underutilized parking garage?	<p><u>Staff Response:</u> Thank you for your feedback.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback.</i></p>
T-12	Chris Tarie	Community member or neighbor	Where's the protected bike lane on North Nash St.? The Bike Plan and Core of Rosslyn study both call for it, and our Community Energy Plan calls for a massive reduction in our CO2 output. Why are we ignoring *all of those plans* for more street parking? And why is the parking ratio so high here? Allowing the applicant to get away with this is dereliction on the part of planning staff!	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-13	Chris Slatt	SPRC - Transportation Commission, Bicycle Advisory Committee	<p>The Sector Plan calls for a 2-way protected bike lane on Nash street in the project area (street cross section shown on page 105). Neither the interim nor the final street cross section shown in the staff report achieve this. The Core of Rosslyn Study preferred alternative also assumes a 2-way PBL on Nash along this project frontage. How will the Sector Plan's vision for Nash be achieved in this area considering that the opposite curb line has already been set by the approved 1401 Wilson Blvd project?</p> <p>My reading of the Rosslyn Sector Plan does not predicate skywalk removal on the removal of the Ft Myer Drive tunnel. It predicates it on the creation of a safe at-grade mid-block crossing of Ft Myer Drive and ALLOWS the skywalks to continue to exist, if desired, until the full 18th Street Corridor is realized. This project should build a safe, at-grade, mid-block crossing of Ft Myer Drive (HAWK SIGNAL) and remove the skywalks.</p> <p>I concur with staff that the applicant should strongly consider further parking reductions to reduce the amount of above-grade parking.</p>	<p><u>Staff Response:</u></p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes, skybridges, pedestrian circulation, and parking.</i></p>
T-14	Ryan Croft	Community member or neighbor	<p>I'm am an Arlington homeowner.</p> <p>This development needs to live up to the vision of the Rosslyn Sector Plan and the Core of Rosslyn Study and build two-way protected bike lanes on Nash Street all along the project frontage. The current plans are only one direction and are buffered, not protected. People need a physical barrier like parked cars or curbs separating them from cars to feel comfortable biking someplace as busy and urban as Rosslyn. If street parking is built here now in place of the protected bike lanes, you are simply setting our community up for another ugly fight sometime in the future when you decide it is finally time to implement the Sector Plan and build the protected bike lane. Avoid that confrontation, making biking safer and more pleasant now rather than later, save the County the cost of building physical protection on the</p>	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p>Pedestrian infrastructure improvements will be made to facilitate at-grade walking paths at existing intersections. There is no plan for a temporary signalized crossing of Fort Myer Drive with this site plan.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>

			taxpayer dime, and build those protected bike lanes correctly now, as part of the development, not later as part of a separate construction project.	
T-15	Paul Levett	Community member or neighbor	<p>This development needs to live up to the vision of the Rosslyn Sector Plan and the Core of Rosslyn Study and build two-way protected bike lanes on Nash Street all along the project frontage. The current plans are only one direction and are buffered, not protected. People need a physical barrier like parked cars or curbs separating them from cars to feel comfortable biking someplace as busy and urban as Rosslyn. If street parking is built here now in place of the protected bike lanes, you are simply setting our community up for another ugly fight sometime in the future when you decide it is finally time to implement the Sector Plan and build the protected bike lane. Avoid that confrontation, making biking safer and more pleasant now rather than later, save the County the cost of building physical protection on the taxpayer dime, and build those protected bike lanes correctly now, as part of the development, not later as part of a separate construction project.</p> <p>I attended the public sessions at which the Rosslyn sector plan was promoted, and I voted for protected bike lanes. Please ensure the Developer does this or what was the point of the public input?</p>	<p><b>Staff Response:</b> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes</i></p>
T-16	Stephanie Eckman	Community member or neighbor	<p>Bike lanes in Nash now!! This development needs to live up to the vision of the Rosslyn Sector Plan and the Core of Rosslyn Study and build two-way protected bike lanes on Nash Street all along the project frontage. The current plans are only one direction and are buffered, not protected. People need a physical barrier like parked cars or curbs separating them from cars to feel comfortable biking someplace as busy and urban as Rosslyn. If street parking is built here now in place of the protected bike lanes, you are simply setting our community up for another ugly fight sometime in the future when you decide it is finally time to implement the Sector Plan and build the protected bike lane. Avoid that confrontation, making biking safer and more pleasant now rather than later, save the County the cost of building physical protection on the taxpayer dime, and build those protected bike lanes correctly now, as part of the development, not later as part of a separate construction project.</p>	<p><b>Staff Response:</b> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-17	Hannah Follweiler	Community member or neighbor	<p>I think the project is beautiful. I would love to see it built. I worry that there is too much parking for the site.</p> <p>This development needs to live up to the vision of the Rosslyn Sector Plan and the Core of Rosslyn Study and build two-way protected bike lanes on Nash Street all along the project frontage. The current plans are only one direction and are buffered, not protected. People need a physical barrier like parked cars or curbs separating them from cars to feel comfortable biking someplace as busy and urban as Rosslyn. If street parking is built here now in place of the protected bike lanes,</p>	<p><b>Staff Response:</b> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior responses regarding parking and bike lanes.</i></p>

			you are simply setting our community up for another ugly fight sometime in the future when you decide it is finally time to implement the Sector Plan and build the protected bike lane. Avoid that confrontation, making biking safer and more pleasant now rather than later, save the County the cost of building physical protection on the taxpayer dime, and build those protected bike lanes correctly now, as part of the development, not later as part of a separate construction project.	
T-18	Fulton Armstrong	Community member or neighbor	As Rosslyn struggles to be more livable, please fight for PROTECTED bike lanes on both sides of Nash Street in a manner consistent with the Rosslyn Sector Plan and the Core of Rosslyn Study. Current plans are only one direction and are buffered, but research and experience show that a physical barrier of some kind -- parked cars or curbs -- is much safer for cyclists and much more attractive for all citizens. Street parking will benefit few people, but protected lanes will benefit many. Why not work toward the Sector Plan with this construction project now instead of wasting time and taxpayer money later?	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-19	Lori Bowes	Community member or neighbor	Bike lanes that are not protected are significantly less safe and less utilized. I ride through unprotected bike lanes in Roslyn and they are full of idling vehicles and buses. If street parking is important (and I use it too sometimes), then charge a market-appropriate price and enforcement. Parking should Certainly not come before protected bike lanes.	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-20	Christopher George	Community member or neighbor	This development needs to live up to the vision of the Rosslyn Sector Plan and the Core of Rosslyn Study and build two-way protected bike lanes on Nash Street all along the project frontage. The current plans are only one direction and are buffered, not protected. A similar issue exists on N Carlin Springs Road where a bike lane was added alway to the bridge but since it's not protected the cars just start using the space.	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-21	Garrett Hennigan	Organization or community group representative - Washington Area Bicyclist Association	On behalf of the Washington Area Bicyclist Association and our 5,000+ members in the Washington area, I write to implore this body to reconsider the transportation implications of the Ames Center project and require the developer to deliver curbside protected bike lanes on both sides of Nash Street to conform to the adopted transportation plans for the street. Over the past 4 years, Arlington County staff have put enormous effort and county resources into the Core of Rosslyn Plan and the Bicycle Element of the MTP. Hundreds of residents participated in the process, giving their time and lending their professional and personal experience to make the plans reflect the needs of Rosslyn. As staff are aware, the Bicycle Element of the MTP identifies Nash St. as a priority bicycle corridor and the Core of Rosslyn Plan recommends curb-	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>

			<p>protected bike lanes in each direction. These should be implemented as part of this development.</p> <p>The developer's proposal to install only a northbound buffered bike lane and street parking as "placeholder" for a future protected bike lane is simply unacceptable. Buffered bike lanes do not offer the safety and low-stress experience needed for Arlington's "Priority Bicycle Corridors." And installing street parking instead of the planned downhill protected bike lane merely increases the difficulty of adding it in the future. In the midst of a climate crisis, we cannot afford to delay bicycling projects.</p> <p>Every development is a key opportunity to improve the public spaces and transportation amenities around the site. The county should treat bicycle network improvements with the same priority as parks, plazas, sidewalks, and other public space improvements - as necessary components of a development agreement.</p> <p>Please require the developer to implement the Nash St. protected bike lanes. Thank you for your consideration.</p>	
T-22	Catherine Frum	Community member or neighbor	<p>As a teacher at HB Woodlawn, now located in Rosslyn, I am aware that our students and staff are choosing to ride their bikes to school more than ever. It is an important investment in this community and the safety of students and teachers to protect the bike lane on Nash Street. This area is already so congested with cars, and more and more people are depending to bikes to commute in and out of Rosslyn, and the county needs to support this aspect of our community and create safer bike lanes.</p>	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding pedestrian circulation and bike lanes.</i></p>
T-23	Jerry Cowden	Community member or neighbor	<p>As a cyclist who rides through Rosslyn frequently I see how inadequate the current bicycle infrastructure is and I want to see improvements now rather than later.</p> <p>This development needs to live up to the vision of the Rosslyn Sector Plan and the Core of Rosslyn Study and build two-way protected bike lanes on Nash Street all along the project frontage. The current plans are only one direction and are buffered, not protected. People need a physical barrier like parked cars or curbs separating them from cars to feel comfortable biking someplace as busy and urban as Rosslyn. If street parking is built here now in place of the protected bike lanes, you are simply setting our community up for another ugly fight sometime in the future when you decide it is finally time to implement the Sector Plan and build the protected bike lane. Avoid that confrontation, making biking safer and more pleasant now rather than later, save the County the cost of building physical protection on the taxpayer dime, and build those protected bike lanes correctly now, as part of the development, not later as part of a separate construction project.</p>	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-24	Jane Siegel	SPRC - Planning Commission	<p>Parking: 1) List opportunities for sharing; show how ratio could go lower; list sites where parking could be shared 2) Please rework applicant slide on comparison of parking ratios from</p>	<p><u>Staff Response:</u> Thank you for your feedback.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback.</i></p>

			<p>other sites: list each comparison site, give the ratio for that site and the date the site was redeveloped. Leave out averages -- they are really meaningless. We are looking for a progression toward a lower ratio. Provide experience of key sites with their ratios. Are they overpacked?</p> <p>3) Skywalks: Agree with taking down the skywalks. Streetscape improvements planned and implemented even in interim condition are adequate. Rebuilding skywalks according to the plan is an interim condition. They do not and should not be rebuilt: RSP and Core studies do not support them ultimately; they do not with the redevelopment add additional connectivity nor facilitate circulation around the site; to rebuild them will implement community benefit and perhaps cost of apartments (are we looking at condominium or rental (market rate affordable? or not); mid block connection at 18th is a more elegant design and in keeping with redevelopment now and to come.</p>	<p><i>Please refer to our prior responses regarding parking, skybridges, and pedestrian circulation.</i></p>
T-25	Zachary DesJardins	Community member or neighbor	<p>Two protected bike lanes must be built with this project now, not later and not more car parking. Why have plans when planners just let developers ignore them?</p>	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-26	Elena Sorokina	Other	<p>Put the protected bike lane now in both directions, not later</p>	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-27	A Change Montoya	Community member or neighbor	<p>Support the proposed above grade-parking reductions.</p> <ul style="list-style-type: none"> <li>- Strongly support the skybridges coming down with project demo and not being rebuilt. They aren't ADA accessible or aligned with Rosslyn's current transportation/planning efforts (Core of Rosslyn Transportation Study) or current urban design best practices. Regardless of the Fort Myer Tunnel phasing, the County should be focused on promoting safe street-level pedestrian connectivity and activations, not rebuilding and/or improving the existing skybridges</li> <li>- It would be helpful if County staff could further explain the trade-offs of eliminating the north bound bike lane on Nash</li> </ul>	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior responses regarding skybridges and bike lanes.</i></p>
T-28	Nathan Randall	Community member or neighbor	<p>Hello- I'm a neighbor to the site at 1820 Ft. Myer Drive, a 15-year resident of Rosslyn. I have several comments to provide about the proposal to build two new residential towers here.</p> <p>1. I share the concerns from the staff report about interim pedestrian conditions. I'm especially worried that the skywalks could be removed</p>	<p><u>Staff Response:</u> Thank you for your feedback. Pedestrian infrastructure improvements will be made to facilitate at-grade walking paths at existing intersections.</p>

			<p>prior to the tunnel being removed. Although dated, I do use the skywalks and they provide the only safe, direct crossing to Metro right now. I'd also like to point out that there is no crosswalk across N Nash at its intersection with Key Blvd. It was paved over a few years ago. Can this crosswalk be made a permanent feature, in addition to the future 18th Street crosswalk?</p> <p>2. I also share concerns about parking noted in the staff report. While I think the amount of parking here should be lower and approximately consistent with the recommendations for other buildings so close to Metro, my bigger concern is about above-grade parking. My thinking is that only the minimum amount of above-grade parking should be allowed here to account for grade differences - not five stories above grade. If parking isn't reduced overall, which would be best, can it at least be pushed farther underground?</p> <p>5. I'm also concerned about the project's impact on traffic during the morning rush hour. During non-pandemic times, traffic backs up in the morning on Key Boulevard all the way up the hill from N Nash due to gridlocking elsewhere in Rosslyn. Have any studies been provided to address the project's potential impact on morning rush hour traffic at this intersection immediately adjacent to the site?</p> <p>Thanks for the opportunity to provide comments online in this format and for the virtual tour feature. I appreciate the work County staff has already put into the project and look forward to hearing back from someone on the matters I've raised here.</p>	<p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior responses regarding skybridges, pedestrian circulation, parking, and transportation impacts.</i></p>
T-29	S Faber	Community member or neighbor	<p>1802 Fort Myer Drive Nash Ames Center Plan: This development needs to live up to the vision of the Rosslyn Sector Plan and the Core of Rosslyn Study and build two-way protected bike lanes on Nash Street all along the project frontage. The current plans are only one direction and are buffered, not protected. People need a physical barrier like parked cars or curbs separating them from cars to feel comfortable biking someplace as busy and urban as Rosslyn. If street parking is built here now in place of the protected bike lanes, it is simply setting our community up for another ugly fight sometime in the future when someone decides it is finally time to implement the Sector Plan and build the protected bike lane. Avoid that confrontation, making biking safer and more pleasant now rather than later, save the County the cost of building physical protection on the taxpayer dime, and build those protected bike lanes correctly now, as part of the development, not later as part of a separate construction project. Thank you.</p>	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-30	Gillian Burgess	SPRC - Bicycle Advisory Committee	<p>This development needs to live up to policy adopted by the County Board in the Bicycle Element of the Master Transportation Plan, the vision of the Rosslyn Sector Plan and the Core of Rosslyn Study and build two-way protected bike lanes on Nash Street all along the project frontage. The current plans are only one direction and are buffered, not protected. People need a physical barrier like parked cars or curbs</p>	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike</i></p>

			separating them from cars to feel comfortable biking someplace as busy and urban as Rosslyn. If street parking is built here now in place of the protected bike lanes, you are simply setting our community up for another ugly fight sometime in the future when you decide it is finally time to implement the Sector Plan and build the protected bike lane. Avoid that confrontation, making biking safer and more pleasant now rather than later, save the County the cost of building physical protection on the taxpayer dime, and build those protected bike lanes correctly now, as part of the development, not later as part of a separate construction project.	<i>lanes.</i>
T-31	Edward Prados	Community member or neighbor	Please assure that the street in front of the building has protected bike lanes. Regular bike lanes are insufficient as there are numerous abuses by vehicles that park/obstruct unprotected bike lanes.	<u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.  <u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i>
T-32	Dana Bres	Community member or neighbor	This project needs to reflect the Rosslyn Sector Plan and the Core of Rosslyn Study and build two-way protected bike lanes on Nash Street all along the project frontage. The current plans are only one direction and are buffered, not protected. Permitting that to be constructed will delay the implementation of protected bike lanes and transfer the costs to the County. People need a physical barriers in a urban area, like parked cars or curbs separations. If street parking is built here now in place of the protected bike lanes, you are simply setting our community up for another ugly fight sometime in the future when you decide it is finally time to implement the Sector Plan and build the protected bike lane. Implement the plan now, and save the County money in the future.	<u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.  <u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i>
T-33	Joseph Conway	Community member or neighbor	It appears to me that your current bike plans along North Nash Street only go in one, non-protected direction. But it's my understanding that the "Core of Rosslyn Study" and the "Rosslyn Sector Plan" both call for two-way protected (not just buffered) bike lanes here. The time to build the protected bike lanes is now, rather than kicking the can down the road, especially if Arlington is actually serious about making biking comfortable for citizens and visitors. Doing it now will save the county a lot of money and hassle in the long run. Please build two-way protected bike lanes now as part of the development, rather than as part of a separate construction project later.	<u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.  <u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i>
T-34	Stephen Hughes	SPRC - Planning Commission	I am concerned the plan deviates from sector plans preferred alternative for protect bike lans at the intersection improvement. With respect to the walkway changes on the above grade areas I am not concerned given the lack of a defined network and would prefer	<u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.

			folks on street level.	<u>Applicant Response:</u> Thank you for your feedback. Please refer to our prior response regarding bike lanes.
T-35	Bob Trencheny	Community member or neighbor	I am surprised and disappointed to hear that the plan for 1820 N Fort Myer Drive has changed and does not include the previously approved two way protected bike lanes on N. Nash St. Twice the community came out in support of this safety improvement and now Arlington and the developer have unilaterally and arbitrarily removed them. This is unacceptable. Please put the previously approved bike lanes back in the plan.	<u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.  <u>Applicant Response:</u> Thank you for your feedback. Please refer to our prior response regarding bike lanes.
T-36	Katy Lang	Community member or neighbor	I am concerned about the buffered bike lane and parking along the project frontage. The Rosslyn Sector Plan and the Core of Rosslyn Study envisioned a two-way protected bike lanes on N Nash Street (this is also, as I understand it, a part of the regional "bicycle beltway" plan adopted today by MWCOCG, that provides a fully protected, trail-like connection from Key Bridge to Wilson Blvd). People biking need protection from cars with a physical barrier to feel the most comfortable, and during this phase of development is the ideal time to get a protected lane. The developer bears the cost and the community doesn't spend time and resources later trying to remove parking spaces. Rosslyn has plenty of parking spaces.	<u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.  <u>Applicant Response:</u> Thank you for your feedback. Please refer to our prior response regarding bike lanes.
T-37	Nancy Iacomini	Community member or neighbor	Transportation Circulation Parking In the applicant's slide in the video presentation, they note going from a residential parking ratio of 1.09 to .72 and give examples of ratios in other buildings. Do they consider the other buildings over-parked? Are the spaces there going begging? How does it relate to their proposal for their parking rate? Sky walks Safe mid-block crossings are important, and I look forward to a solution to the conundrum of sky walks and construction timetable.	<u>Staff Response:</u> Thank you for your feedback.  <u>Applicant Response:</u> Thank you for your feedback. Please refer to our prior response regarding parking and pedestrian circulation.
T-38	Jennifer Weiss	Community member or neighbor	More bike lanes always better! Nash St will benefit as long as intersection of doom is also improved	<u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.  <u>Applicant Response:</u> Thank you for your feedback. Please refer to our prior response regarding bike lanes.
T-39	Mike Hanna	SPRC - Environment and Energy Conservation	Green Transportation We are encouraged that the project includes the continuity of the 18th street corridor that will encourage pedestrian and bicycle travel and access to public transportation. We also note that the design concept	<u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.

		Commission	<p>includes some of the bike transportation elements around the site. However, it does not provide all of the bike lanes until a future County project to remove the Fort Myer tunnel. We would encourage the project to review the potential to provide less street parking to allow for inclusion of the full cycling facilities with the project.</p> <p>We also note that the current plan provides more off-street parking than is currently recommended by County guidelines. This will result in additional building volume and energy use and will encourage single occupancy vehicle use. We would recommend that parking be revised to follow minimum County guidelines.</p> <p>Finally, we note that the project will achieve the one-point LEED v4 provides for 2% electric vehicle (EV) charging spaces plus 5% of spaces reserved for some sort of preferred parking for green vehicles. Given the increasing pace of vehicle electrification in general, and the dependency of the CEP on non-internal combustion transportation, we would ask that the design provide a more aggressive plan for facilitating EV charging. We would ask for a minimum of 5% to 10% of spaces be provided with EV charging and that as many spaces as possible be EV ready (i.e.: that building electrical infrastructure be designed to support these chargers in the future),</p>	<p>Please see responses to comments CB-3 and CB-4 below for additional information on the proposed LEED commitment.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes and EV charging stations.</i></p>
T-40	Sarah Husband	Community member or neighbor	<p>This development needs to live up to the vision of the Rosslyn Sector Plan and the Core of Rosslyn Study and build two-way protected bike lanes on Nash Street all along the project frontage. The current plans are only one direction and are buffered, not protected. People need a physical barrier like parked cars or curbs separating them from cars to feel comfortable biking someplace as busy and urban as Rosslyn. Stop needless injury and death by making a safe space for cycling. Thank you.</p>	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-41	Elizabeth Trueman	Community member or neighbor	<p>This development needs to live up to the vision of the Rosslyn Sector Plan and the Core of Rosslyn Study and build two-way protected bike lanes on Nash Street all along the project frontage. The current plans are only one direction and are buffered, not protected. People need a physical barrier like parked cars or curbs separating them from cars to feel comfortable biking someplace as busy and urban as Rosslyn. If street parking is built here now in place of the protected bike lanes, you are simply setting our community up for another ugly fight sometime in the future when you decide it is finally time to implement the Sector Plan and build the protected bike lane. Avoid that confrontation, making biking safer and more pleasant now rather than later, save the County the cost of building physical protection on the taxpayer dime, and build those protected bike lanes correctly now, as part of the development, not later as part of a separate construction project.</p>	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-42	Daniel Weir	SPRC - Planning Commission	<p>I have two primary concerns. First, the Nash cross section would violate the MTP, the sector plan, and the Core of Rosslyn plan. Since this project would be delivered in 2023 at the earliest, and given the 2030</p>	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p>

			<p>timeframe for the sector plan, and the indeterminate date for Fort Myer tunnel filling, it is inappropriate to deviate from the plans for cycle lanes on Nash. Second, in light of the existing topography at the skywalk and the indefinite plans for delivering a filled in Ft Myer tunnel, it is inappropriate to delay the signalized at-grade crosswalk envisioned in the planning documents. The applicant should deliver a signalized crosswalk instead of any kind of new skywalk or other interim mid-block crossing, and there really aren't any alternatives that make present sense. Deviating from the plans at this point would be a present-day admission that the planned facilities are on indefinite hold, and would contravene existing policy like the vision zero resolution and existing planning documents. This project needs to be approved with conditions that time fulfillment of these planned facilities with delivery of the project, or else it shouldn't be approved.</p>	<p>Pedestrian infrastructure improvements will be made to facilitate at-grade walking paths at existing intersections. There is no plan for a temporary signalized crossing of Fort Myer Drive with this site plan.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes, skybridges, and pedestrian circulation.</i></p>
T-43	Darren Buck	SPRC - Transportation Commission	<p>The developer's plans show a simple unimproved crosswalk going across Nash St, for the 18th Street pedestrian path. It doesn't even interrupt the row of parking on the west curb to allow people to cross. This crossing should be enhanced, special. Instead, it's not even legal. Who drafted that street plan? Who did QA/QC? How did it even see the light of day? Why isn't this noted in the staff report as a significant flaw?</p> <p>I am highly disappointed (but not surprised) to see that this site plan ignores the MTP, Rosslyn Sector Plan and the Core of Rosslyn Study, and proposes to dodge those promises given for protected bike lanes in both directions on Nash Street all along the project frontage. As was pointed out to the applicant and staff in the January Transportation Commission pre-briefing on this project, the current plans are only one direction and are buffered, not protected. An inner loop without an outer loop. People need a physical barrier like parked cars or curbs separating them from cars to feel comfortable biking someplace as busy and urban as Rosslyn, as the County's adopted Bike Element of the MTP engrains as policy.</p> <p>I listened to the hour of presentations, re-read the staff report, and looked again at the plans to find any reason why County staff seem willing to ignore plans for a bike lane in order to put in parking, and the only one offered was that "the applicant requested it." If street parking is built here now in place of the protected bike lanes, you are simply setting our community up for another ugly fight sometime in the future when you decide it is finally time to implement all of these plans, and build the protected bike lane. We are TIRED of having to continually fight the County to fulfill its promises. Avoid that confrontation, make biking safer and more pleasant now rather than later, save the County the cost of building physical protection on the taxpayer dime, and build those protected bike lanes correctly now, as part of the development, not later as part of a separate construction project. Building now,</p>	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p>Pedestrian infrastructure improvements will be made to facilitate at-grade walking paths at existing intersections.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding pedestrian circulation, bike lanes, parking, and parking convertibility.</i></p> <p><i>An equal-experience, accessible path has been provided throughout the plaza areas, as shown on page L-09 of the SPRC-2 package. Due to significant grade change and limited space on the site, an elevator is provided at the north tower that connects the upper and lower plazas. The upper and lower plazas are both graded to provide accessible access to Nash Street and Fort Myer. To accommodate cyclists, a bike tunnel has been provided along the stairway connecting the upper and lower plazas.</i></p>

			<p>rather than maybe when the Ft Myer project also finishes and if the new building occupants are OK with it, is consistent with the County's curbside policy, which puts safety as the number one priority for curbside use.</p> <p>County staff's willingness to forego a protected bike lane as a part of the built streetscape on Nash also denies us the opportunity to discuss design details in SPRC of what could instead be a permanent lane worthy of the streetscape, with desirable features such as permeable pavement, solid lane separator media, and even additional foliage. Frankly, concurring with the deletion of a promised bike lane without even asking the applicant for a reason why they want to deviate from three (3) documented planning efforts also calls into question why you continually ask community members to contribute their free time to craft such plans, when they are so casually dismissed without even the courtesy of a rationale.</p> <p>With the stated 14' elevation change, and approximate 150' run, it seems like creating a continuous ADA compliant trail would be possible across the 18th St park. I'll defer to accessibility stakeholders on whether a 5% ramp would be preferable to the proposed elevator for people who use wheelchairs or other mobility aids, but it certainly would for bicyclists.</p> <p>Should the elevator remain, there should at least be bicycle tire channels built into the stairways.</p> <p>The reduction in parking is appreciated, but is still far too high for a complex located across the street from a major Metro station. The consultant's list of comparable buildings is irrelevant, as we have no idea what the zoning and controlling plans were that governed those projects, and parking occupancy is the only measure that matters. Oversupply of parking is bad enough, given the formative role that on site parking plays in resident travel choices. But that it is above grade makes for a streetscape that no amount of façade trickery can conceal its auto orientation. And every story of above grade parking is a story of height and mass that could instead have been given over to housing people next to a Metro station. Thank you staff members for pushing back on this element.</p>	
T-44	Cathy Miller	Community member or neighbor	Need to include protected bike lanes in the design	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-45	Joelle Lambert	Community	If Arlington is serious about encouraging bicycling, it should be putting	<u>Staff Response:</u> Thank you for your feedback. The

		member or neighbor	in two way protected bike lanes. This will help people feel safer biking through Rosslyn. It makes sense to build the bike lanes now rather than wasting the money to change it later.	proposed N. Nash Street bicycle facility has been addressed above.  <i>Applicant Response: Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i>
T-46	Kenneth Deuel	Community member or neighbor	I am an Arlington resident that lives towards the western end of the county but frequently passes thru Rosslyn as well as stopping by the coffee places there via my bicycle ( and bikeshare bikes) I would like for this project to take advantage of the change in streetscape and make sure now, and not several years from now (or never) to implement protected bike lanes on both Nash street and Ft Meyer drive as they exist in long term planning documents for Rosslyn. Thank you.	<b>Staff Response:</b> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.  <i>Applicant Response: Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i>
T-47	Joan Britt	Community member or neighbor	This development needs to live up to the vision of the Rosslyn Sector Plan and the Core of Rosslyn Study and build two-way protected bike lanes on Nash Street all along the project frontage. The current plans are only one direction and are buffered, not protected. People need a physical barrier like parked cars or curbs separating them from cars to feel comfortable biking someplace as busy and urban as Rosslyn. If street parking is built here now in place of the protected bike lanes, you are simply setting our community up for another ugly fight sometime in the future when you decide it is finally time to implement the Sector Plan and build the protected bike lane. Avoid that confrontation, making biking safer and more pleasant now rather than later, save the County the cost of building physical protection on the taxpayer dime, and build those protected bike lanes correctly now, as part of the development, not later as part of a separate construction project.	<b>Staff Response:</b> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.  <i>Applicant Response: Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i>
T-48	Zack Gold	Community member or neighbor	The Rosslyn Sector Plan and the Core of Rosslyn Study both call for building two-way protected bike lanes on Nash Street all along the project frontage. The developer's plan for bicycle lanes does not provide the required safe infrastructure that vulnerable road users need, deserve, and should have according to Rosslyn's own planning. If the experience of parallel N Lynn Street has proven anything, it's that a buffered bike lane is used as a rideshare / taxi pickup and drop off zone with impunity. Nash Street MUST have fully protected two-way bike lanes.	<b>Staff Response:</b> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.  <i>Applicant Response: Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i>
T-49	Neil Curran	Community member or neighbor	Please ensure the developer sticks to the recommendations for protected bike lanes. Otherwise we're really stepping back in a time the county should be moving forward to protect non car transit.	<b>Staff Response:</b> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.  <i>Applicant Response: Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i>

T-50	Robert Kraig	Community member or neighbor	<p>This redesign of Nash Street between Fort Myer and Wilson will greatly improve the experience for bicyclists traveling up this hill, as I have done many times. It is a critical connection between Key Bridge and the Wilson Blvd corridor for many bicycle commuters, especially in the uphill direction.</p> <p>Please keep the downhill bike lane in the design, as has been in the plans since 2015, and remove the parking lane on the northbound side of the street. This location has premium transit access, and will see many many trips on foot / bike / scooter / etc., not to mention that there are already thousands of garage parking spaces in the neighborhood. Do not sacrifice the safety of people in this community just to squeeze in a few more parked vehicles.</p>	<p><b>Staff Response:</b> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-51	Jane Green	Community member or neighbor	<p>This development is the perfect opportunity for Arlington to show its commitment to a safe, comfortable, all-ages bike network. We need a two-way protected bike lane on Nash Street, as called for in the Rosslyn Sector Plan and the Core of Rosslyn study. What is in here now is completely insufficient. "Later" is not good enough to protect cyclists. "Later" is not good enough to make bicycling a more convenient mode of transportation. If you don't put in the two-way protected bike lane now, the car parking will become the norm and it will be so much harder to replace it with the bike infrastructure that we need. It also saves money to do it now with the development, rather than use our limited transportation funds later.</p> <p>TL:DR - two-way protected bike lane on Nash now!</p>	<p><b>Staff Response:</b> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-52	Owain James	Community member or neighbor	<p>This block really needs a bike lane. I bike through here a lot, Rosslyn does not need more street parking, it needs safe places to bike and walk as specified in the sector plan!</p>	<p><b>Staff Response:</b> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-53	Monica Moric	Community member or neighbor	<p>This development needs to live up to the vision of the Rosslyn Sector Plan and the Core of Rosslyn Study and build two-way protected bike lanes on Nash Street all along the project frontage. The current plans are only one direction and are buffered, not protected. People need a physical barrier like parked cars or curbs separating them from cars to feel comfortable biking someplace as busy and urban as Rosslyn. If street parking is built here now in place of the protected bike lanes, you are simply setting our community up for another ugly fight sometime in the future when you decide it is finally time to implement the Sector Plan and build the protected bike lane. Avoid that confrontation, making biking safer and more pleasant now rather than later, save the County the cost of building physical protection on the taxpayer dime, and build those protected bike lanes correctly now, as</p>	<p><b>Staff Response:</b> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>

			part of the development, not later as part of a separate construction project.	
T-54	Emily Ebersole	Community member or neighbor	I rely on protected bike lanes and this plan will impact my commuting route. Please do not add more street parking - instead save the protected bike lane!!	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-55	Grant Mandsager	Community member or neighbor	<p>I am disappointed with the design announced insofar as it continues to fail to live up to the Vision Zero principals adopted by the County Board and the design elements adopted by the Board in the Bike Element of the Master Transportation Plan. We are not implementing our values, and Arlington will continue to suffer the environmental and cultural consequences of car-first planning.</p> <p>This development needs to live up to the vision of the Rosslyn Sector Plan and the Core of Rosslyn Study and build two-way protected bike lanes on Nash Street all along the project frontage. The current plans are only one direction and are buffered, not protected. People need a physical barrier like parked cars or curbs separating them from cars to feel comfortable biking someplace as busy and urban as Rosslyn. If street parking is built here now in place of the protected bike lanes, you are simply setting our community up for another ugly fight sometime in the future when you decide it is finally time to implement the Sector Plan and build the protected bike lane. Avoid that confrontation, making biking safer and more pleasant now rather than later, save the County the cost of building physical protection on the taxpayer dime, and build those protected bike lanes correctly now, as part of the development, not later as part of a separate construction project.</p>	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding pedestrian circulation, transportation impacts, and bike lanes.</i></p>
T-56	Daniel Bernstein	Community member or neighbor	Rosslyn is a horrible place to cycle. It is hazardous primarily because there's no actual protection. This bike lane would be a big change to make it easier to pass through Rosslyn. It is needed now.	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-57	Miles Keogh	Community member or neighbor	Please require protected bike lanes on Nash Street. I'm a daily bike commuter on that street and putting parking there instead of two way protected bike lanes puts a drivers convenience at a higher priority than my safety, than my life.	<p><u>Staff Response:</u> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>

T-58	Bradley Harmon	Community member or neighbor	This development needs to live up to the vision of the Rosslyn Sector Plan and the Core of Rosslyn Study and build two-way protected bike lanes on Nash Street all along the project frontage. The current plans are only one direction and are buffered, not protected. As a bike commuter who uses this area frequently, an unprotected bike lane is a danger to me, an open invitation for cars to ignore it or park I'm it, and will seriously hurt my mobility and the safety of our streets.	<p><b>Staff Response:</b> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>
T-59	Collier Cook	Community member or neighbor	I currently hate passing through Rosslyn on a bicycle. It is one of the more hostile areas in Arlington for those riding on two-wheels. So I am very disappointed in the DES transportation staff's current acceptance of the applicant's requested curbside parking on Nash and not moving forward with the planned protected bike lane as put forth in our County's plans. The protected bike lanes should not be tied to the completion of the Fort Myer Drive reconstruction. These lanes can and should be installed with this project. We should take the opportunity now to provide a useful two-way key link in creating a safer, more comfortable bicycle network.	<p><b>Staff Response:</b> Thank you for your feedback. The proposed N. Nash Street bicycle facility has been addressed above.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior response regarding bike lanes.</i></p>

## Open Space & Landscaping

Number	Name	Connection to Project	Open Space and Landscaping Comments	Responses
OSL-1	Larry Lai	Community member or neighbor	Please make this more livable, more friendly by adding more expansive green space, rather than just filling in the gaps with a few trees.	<p><b>Staff Response:</b> Thank you for your feedback.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. The plant palette will continue to be refined and the concept of the "woodland garden" will be emphasized through the development of the final landscape plans. Consideration will be taken to include pollinator habitat, and the planting plan will reflect plants that are both suitable for shaded and sunny areas.</i></p>
OSL-2	James Lantelme	SPRC - Planning Commission	Landscaping. I am pleased with the design of the 18th St plaza and its emphasis on trees and plants. The reference to the Rosslyn rock outcropping is well considered. This green emphasis is consistent with the biophilic design elements of the two towers that include plants on each balcony and bird friendly glass. I think the contrast with the severity of the Central Place plaza is appropriate. There should be a dedicated public pedestrian easement through the plaza with some	<p><b>Staff Response:</b> Thank you for your feedback. The Rosslyn Sector Plan identifies this block on the 18th Street Corridor as a connection "supporting pedestrian and bicycle access" and staff recommends inclusion of a bicycle runnel as part of the final plaza stair design.</p>

			<p>sort of signage to that effect.</p> <p>In a transition to my transportation comments, the stairways within the plaza should have a bike ramp along the side to make it easier to walk a bike through the site.</p>	<p><u>Applicant Response:</u> Thank you for your feedback. Please refer to our prior response regarding the bike runnel.</p> <p>A public access easement will be provided for the 18<sup>th</sup> Street Corridor. This easement will allow pedestrian access through the area at all times and facilitate pedestrian traffic to and from the Rosslyn Metro. In order to activate the retail environment in the area and enliven the corridor, the edges adjacent to buildings are proposed to remain private to allow use by retail tenants. Without traditional street frontage, the ability to integrate these retail spaces into the 18<sup>th</sup> Street corridor is critical to the survival of the retail, as well as to the creation of a dynamic, vibrant 18<sup>th</sup> Street corridor. The applicant will continue coordinating with Real Estate Staff on the location and dimension of the easement.</p>
OSL-3	Bernie Berne	Community member or neighbor	<p>The overall site design is very poor. Buildings occupy too much space. There is not enough open space between and around the buildings. The buildings lack green roofs. Both buildings need to contain these. The landscape plan shows that the surface-level open space contains far too much pavement. This is not biophilic. The pavement will create stormwater runoff. The pavement will as contribute to the increase in the urban heat island that Rosslyn's development is creating. The applicant needs to replace much of this pavement with green space. That is extremely important.</p> <p>The landscape plan shows that most or all of the planting boxes near and between the buildings will contain trees, but will lack meadow/pollinator areas. This is a major deficiency in the landscape plan. Populations of many species of birds and insects are rapidly declining in and around Arlington because development has destroyed meadow/pollinator areas and because Arlington's public spaces contain few of these.\</p> <p>Further, meadow/pollinator habitats become fully developed within one or two years after planting. In contrast, the trees that the landscape plan illustrates take many years before they reach maturity, if they ever do. Many trees in planting boxes and along streets die before reaching maturity or never become large enough to contribute to the County's tree canopy.</p> <p>The overall landscape plan needs to show many open spaces that contain meadow/pollinator areas. These can thrive near trees and in tree-less areas. In some instances, the planting boxes should contain meadow/pollinator habitats, rather than trees. The need in Arlington</p>	<p><u>Staff Response:</u> Thank you for your feedback.</p> <p><u>Applicant Response:</u> Thank you for your feedback. Please refer to our prior response regarding the planting plan.</p>

			<p>for such habitats is at least as great as the need for trees. Meadow/pollinator areas will thrive in both direct sunlight and shade. The project's landscape architects need to assure that appropriate species of pollinator plants are planted in both shady and sunny open spaces. This will enable all such plants to thrive.</p> <p>The Arlington County Board has issued a "Monarch Pledge" to help restore monarch butterfly populations (see: <a href="https://countyboard.arlingtonva.us/monarch-pledge-day/">https://countyboard.arlingtonva.us/monarch-pledge-day/</a>). However, the species of plants that the landscape architect's presentation shows do not contain any plants that will help restore monarch butterfly populations.</p> <p>County planning staff need to assure that the landscape plan for this project and others comply with the Board's "Monarch Pledge". The staff's presentation provides no such assurance. Staff needs to correct this during the site plan review process for this and all other site plan projects throughout the County.</p> <p>Monarch butterflies reproduce only on certain species of milkweed. In Arlington and much of northern Virginia, common milkweed (<i>Asclepias syriaca</i>) is the only plant that supports monarch reproduction and that survives for more than a few years.</p> <p>Therefore, the applicant needs to assure that the final landscape plan provides for many plantings of <i>A. syriaca</i>. This plant grows best in sunny areas, but also thrives in partial shade and in areas that receive only small amounts of sunlight each day.</p> <p>Other excellent pollinator plant species include bee balm, Joe Pye weed, coneflower, and Black-Eye Susan. The landscape architect should assure that its final landscape plan contains only such excellent species. The final plan should contain no grasses and other plants that do not support pollinators, as these often crowd-out pollinator plants. The project's landscape architects should consult with Arlington's park naturalist, Alonzo Abugattas, when preparing the final landscape plan. This will help assure that the project's open spaces contain the appropriate species of pollinator plants, rather than the plant's that the landscape architect's presentation illustrated.</p> <p>The applicant's presentation shows that many (perhaps most) trees will be of ornamental species, rather than of canopy trees. These trees will do little to help Rosslyn's environment. The landscape plan needs to exclusively show canopy trees, rather than ornamental trees.</p> <p>The landscape architect should select species and cultivars of native canopy trees that produce attractive fall foliage. These include scarlet oak, sugar maple, black gum (<i>Nyssa sylvatica</i>) and cultivars of red maple that produce brilliant fall foliage. Such trees are at least as attractive as are the smaller ornamental trees that the landscape architect's plans show. They all grow well in Arlington.</p>	
OSL-4	Andrew Spell	Community member or	Landscaping - the woodland garden idea is great and consistent with the Rosslyn Sector Plan. But the Plan shows much more greenery and	<u>Staff Response:</u> Thank you for your feedback.

		neighbor	no concrete planters. Concrete is for buildings, not for woodland gardens. The garden should not match the building - and they should not be the same materials. The garden should be lush green, cozy and inviting, not cold and sterile. This can be accomplished with less concrete - fewer concrete benches, less concrete surface area - and more green - more of the square footage covered in greenery. The slide titled Shrubs & Groundcover at 8:31 in the Presentation Part 2 video look great and are notably absent of any concrete. This is a minimal change relatively easy to make and will have a big impact on the beauty and usefulness of the site.	<u>Applicant Response:</u> Thank you for your feedback. Please refer to our prior response regarding the planting plan.
OSL-5	William Ross	SPRC - Park and Recreation Commission	<p>Overall, this looks like a very good project. On Open Space and Parks issues it appears to conform to the principles called for in the Rosslyn Sector Plan and the Public Spaces Master Plan. In terms of the outdoor plaza design, the project actually goes beyond the requirements of this site to provided a "linking space" along the 18th St corridor. One thing that I had a question on was the width of the stairs leading up to the plaza. Maybe a followup illustration of the width and how it will encourage pedestrian circulation up and down the 18th St. corridor, can be provided. As you know, the biggest problem of many of our otherwise well-designed privately owned public spaces is that people don't know they are there or know that they can use them to move to another location. One thing that Central Place does is to let you know you can move from one street to the next.</p> <p>The PSMP design guidelines for privately owned public spaces appear to be adhered to, as well as the emphasis on biophilic design elements for both the public and private spaces.</p> <p>The concept of a "woodland garden" for the plaza is compelling--I assume that the mostly native plantings selected will be successful in this fairly shady urban environment. One suggested shrub that I have a question about is the Kalmia. In my experience, this is not a shrub that has done well in Northern Virginia residential or commercial applications. Perhaps you have a variety and a soil solution in mind that will overcome this. The use of varieties of paving material and plentiful seatings associated with planting boxes is laudible.</p>	<p><u>Staff Response:</u> Thank you for your feedback.</p> <p><u>Applicant Response:</u> Thank you for your feedback. Please refer to our prior response regarding the planting plan.</p> <p><i>The plaza functions both as a component of the overall 18<sup>th</sup> Street Corridor, as well as a unique space with individual character. The streetscape design follows Rosslyn standard guidelines for street tree layout, furnishings, paving, etc., thereby creating a unified pedestrian experience when entering the site. The plaza's main axis creates a direct link to the development at 1401 Wilson by continuing the pedestrian corridor as shown on L-05 of the SPRC-2 package.</i></p> <p><i>The design responds to the unique architecture and likens the faceted architectural style to stone formations as described on page L-03 of the SPRC-2 package. This faceting reveals itself in the harlequin paving pattern and truncated planter walls throughout the plaza. The planters create a series of gardens that create an immersive experience for users and serve to support the 'greening' of downtown Rosslyn.</i></p>
OSL-6	Jane Siegel	SPRC - Planning Commission	<p>Open Space/18th Street Corridor:</p> <p>Pros: extensive use of biophilic design elements "woodland gardens," providing ecosystem and casual use amenities in the plaza. Such elements counter the heat island effects and provide an urban refuge; list expected casual use amenities (lounging, resting, other??</p> <p>Questions: 1) Describe the public easements on the 18th St. Plaza, extent in terms of space and time; 2) Please provide an analysis of the following topics from the Public Spaces Master Plan Guidelines: coordination of pedestrian and bike traffic; lighting; what happens to</p>	<p><u>Staff Response:</u> Thank you for your feedback.</p> <p><u>Applicant Response:</u> Thank you for your feedback. Please refer to our prior response regarding the planting plan and public access easement.</p> <p><i>The proposed design of the 18<sup>th</sup> Street Corridor and plaza areas is deliberately different from that</i></p>

			<p>woodland garden in winter; how will noise be abated; storm water management; and water feature (as a noise abatement as indicated in PSMP.</p> <p>PLEASE LIST THE COMMON DESIGN ELEMENTS WITH CENTRAL PLACE AND HOW APPLICANT WILL WORK WITH ROSSLYN BID OR OTHER ORGS TO ESTABLISH MORE DETAIL DESIGN GUIDELINES FOR THE 18TH STREET CORRIDOR PROPERTIES.</p>	<p><i>of Central Place and other nearby developments, in order to avoid uniformity and to balance the overall quantities of hardscape and landscape along the 18<sup>th</sup> Street Corridor. Generally, the applicant's proposed design features more plantings than other developments along the Corridor and utilizes less hardscape. However, the streetscape will adhere to the recommendations of the Rosslyn Sector Plan, and the applicant will continue to coordinate with the County and Rosslyn BID on ways to integrate the project with adjacent segments of the 18<sup>th</sup> Street Corridor through coordinated neighborhood markers and design elements.</i></p> <p><i>All rain water will be addressed on the site. Rainwater on the two tower roofs will be treated via bioretention planter boxes located on lower terraces. These planters will remove some stormwater through evapotranspiration and will filter the remaining stormwater as it drains through the planters. All stormwater generated on the buildings or in the plaza area will be treated with a hydrodynamic separator that will filter out large debris and some pollutants prior to storage in a stormwater vault. The vault will store a large volume of stormwater generated by a storm and slowly release it to mitigate downstream flooding.</i></p>
OSL-7	A Change Montoya	Community member or neighbor	<p>Love the "woodland concept" and various passive open/gathering spaces areas and flexible seating throughout the plaza design - Public plaza will be an essential element of achieving Rosslyn's long-term 18th street corridor goals. Appreciate the proposed space's attention to detail and soft-scape elements. It will be a nice addition to Rosslyn's public assets</p>	<p><b>Staff Response:</b> Thank you for your feedback.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback.</i></p>
OSL-8	David Howell	SPRC - Park and Recreation Commission, Urban Forestry Commission	<p>1) Overall, the site design, footprints, facade and scaling are very good and will contribute to a more natural and more human feel for central Rosslyn.</p> <p>2) The bird-friendly design features--building materials, exterior zigzag, and glass--are critically important and an effective combination that promote energy efficiency as well as wildlife protection.</p> <p>3) The landscaping plan is very good, making effective use of the topography and light to create some biophilic experience opportunities.</p>	<p><b>Staff Response:</b> Thank you for your feedback.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior responses regarding the planting plan and landscape design.</i></p>

			<p>4) Recommend that the bird-friendly glass choices applied to the lower 5 floors be assessed for low-reflection in particular. That is the level at which most daytime collisions happen, since those windows reflect tree branches and perhaps other vegetation. The combination of anti-collision features noted above should be effective for upper floors to help avoid the "fly-through" illusion that is also a major problem</p> <p>5) The basic landscape plan is very good. Recommend also to consider a way to use the contours to provide a small flowing water feature, such as a waterfall, rock cascade, and/or stream. Even a very small water feature would significantly enhance the biophilic value of the space between the buildings with sights, sounds and smells of flowing water. It would complement the other natural features as well as attracting wildlife.</p>	
OSL-9	Nancy Iacomini	Community member or neighbor	<p>Open Space and Landscape Plaza Design Landscaping</p> <p>What areas will have public access easements? Will the entire plaza/18th Street Corridor be publicly-accessible but privately-owned open space?</p> <p>The Woodland Garden concept is a very welcome one as an oasis or respite in a very urban environment. Staff notes the Rosslyn Plan calls for a “variety of experiences within the corridor” for open space and this plaza is called out to be a “revitalizing space.” Michael noted too that 1401 Wilson and Central Place might give design queues here or not.</p> <p>The applicant’s presentation noted the structures and materials were to seem “carved out of landscape.” And on slide L03 -image on left – there was reference to having the architecture and plaza be from the “Same stone outcrop.” The image has a rougher surface finish than we find in this project.</p> <p>The use of native plants is excellent and is a good link to the more natural spaces that are on the edges of Rosslyn.</p> <p>But here comes the “but.” I would like to see the natural and native use of stone and materials carried a bit further – and have the stone remain not polished and finished as we see on the building – but left a little more rustic.</p> <p>Instead of “hewing to the material of the building” I would suggest contrasts like the use of river rock – and/or using bluestone in a more textured finish. There are certainly types of stone that could echo the hues of the building instead of using smoothed aggregate concrete. All the proposed hardscape materials are flat and angular – with an eye to the building proposed. But I would suggest a contrast of material finish in the plaza would yield a more natural feel.</p> <p>For instance, the planters could be rusticated – by using river rock bound together – which would introduce a softer, rounder surface to</p>	<p><b>Staff Response:</b> Thank you for your feedback.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior responses regarding the planting plan, landscape design, and access easements. The applicant will provide for irrigation and maintenance of the balcony planters.</i></p>

			<p>plaza. The fixed seating on the planters is good – and it does not seem to me to obviate the use of more rustic stone – or even bluestone left with a rougher surface. Such treatment would harmonize with the aesthetic of using native plant material.</p> <p>I believe what is motivating me to think about rustication - and some other design differences - is the time in which we find ourselves - in the midst of the social distancing and limitations of COVID-19 and the soul-searching of the need for inclusiveness and equity and justice in our society. And I want to be clear I completely understand these thoughts and my ideas about the open space are very personal - and that my taste and perception are no more valid (or invalid) than anyone else's at this point. It's not that I think the space proposed is bad or tragic- it's just that I think it could be thought of in a different way.</p> <p>I've been thinking about how our public spaces - particularly in urban settings - really need to just be more human and humane. I think about how roundness - and color - can add both visual and tactile softness that can influence how we think about a space and how we feel in it. Sharp angles can feel like sharp elbows, again, both physically and psychologically. Colors and textures influence us in subtle ways as well. Monochromatic spaces and all smooth surfaces give one vibe - while color and a "rough" surface another, and oftentimes, when combined, can give a richness neither provides on their own.</p> <p>I'm not saying every planter should suddenly become round - nor every raised planter with a seat be in river rock - I'm thinking more of a mix determined by a conscious balancing of elements in the space and its surrounds.</p> <p>Our urban areas are becoming very monochromatic - shades of grey with glass. The center of Rosslyn seems that way in particular. The addition of color for the bus lanes near Central Place was good - but it's still very monochromatic and all the same angles all around.</p> <p>In addition, I wonder if there is an opportunity to introduce some whimsical yet functional objects into the plaza. I'm not thinking so much of public art per se, but just some fun things perhaps geared toward children – that could be both seating and plaything – like the mid-century designer Jim Miller-Mellberg's turtles  <a href="https://www.fastcompany.com/3065009/the-midcentury-sculptor-who-changed-the-way-kids-play">https://www.fastcompany.com/3065009/the-midcentury-sculptor-who-changed-the-way-kids-play</a>.</p> <p>Balcony Planters</p> <p>As noted in architecture, I don't quite understand if the balcony planters are optional or not for residents. Or if one will always be on the balcony and the second one optional. If both are optional, then there's a great chance people won't opt for them and the building façade will not present as green as in the renderings. The planters need to be required and maintained by the building management. (see slide L19)</p>	
OSL-10	Mike Hanna	SPRC -	Open Space/Biophilic Design	<u>Staff Response:</u> Thank you for your feedback.

		Environment and Energy Conservation Commission	<p>We note that the landscape concept presented for the 18th St corridor was based around a “woodland garden” concept. We are encouraged by the amount of plantings and greenspace included, especially as compared with many of the other hardscape plazas in Rosslyn. We would encourage that the green space be maximized and provide opportunities for people to enter the green area and engage with the natural setting, and that the biophilic aspects of the design be featured. We also note the number of roof-top terraces and inclusion of biophilic design throughout the project.</p> <p>If carried through into detailed design, this has the potential for being a marque project for biophilic design in our urban corridors.</p> <p>In summary, we are encouraged by many aspects of the site design and biophilic concepts but have great reservation with regard to the energy efficiency of the proposed project.</p>	<p><i>Applicant Response: Thank you for your feedback. Please refer to our prior responses regarding the planting plan and landscape design.</i></p>
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## Construction Implementation

Number	Name	Connection to Project	Construction Implementation Comments	Responses
CI-1	Susan Vincent	Community member or neighbor	<p>As with other construction in Rosslyn, I'm concerned about construction-related traffic and parking. Where will trucks assemble? Where will workers park? What are the truck routes?</p>	<p><u>Staff Response:</u> Thank you for your feedback. Standard site plan conditions for <u>Construction Related Measures</u> and <u>Community Outreach During Construction</u> require submission of a plan for off-street parking for construction workers, a Construction Hauling Route Plan, and a plan for temporary pedestrian and vehicular circulation during construction, which shall be discussed at a community meeting held before commencing any clearing or grading of the site.</p> <p><u>Applicant Response:</u> Thank you for your feedback. Construction logistics will be finalized in coordination with Arlington County Staff during permitting. The applicant will comply with all standard site plan condition requirements for construction management, and a pre-construction community meeting will be scheduled to share information about construction plans.</p>

Number	Name	Connection to Project	Community Benefits Comments	Responses
CB-1	James Lantelme	SPRC - Planning Commission	Rebuilding or rehabbing the sky bridges would be a colossal waste of money for little, if any, benefit and is in conflict with the goals of the sector plan. It is poor planning. The money would be much better used for street level improvements and other community benefits such as affordable housing. If retention of the sky bridges is included in the site plan recommendations, I will be making a motion at Planning Commission to remove any such requirement.	<p><u>Staff Response:</u> Thank you for your feedback.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Please refer to our prior responses regarding the skybridges and pedestrian circulation.</i></p>
CB-2	William Ross	SPRC - Park and Recreation Commission	In terms of community benefits, I had earlier made a plea that there be contributions to future develop of Gateway Park, which apartment residents will enjoy. I understand that the proposed 18th St. corridor improvements will be very important. But for the purposes of future projects in Rosslyn, it will be useful for the community to be aware of the dollar value of these public space improvements and how they are fitting in to the overall vision of the sector plan. This will help inform and perhaps encourage future public space contributions within developer/county negotiations.	<p><u>Staff Response:</u> Thank you for your feedback.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback.</i></p>
CB-3	Nancy Iacomini	Community member or neighbor	<p>Community Benefits</p> <p>Green Building- It's a little disappointing the building is only proposed for Silver. I know in Arlington Silver is more like Silver-plus – but still. Given our adopted Energy Policy it should at least be Gold.</p> <p>Infrastructure Improvements – Will the developer be contributing to the undergrounding of the tunnel? It would seem appropriate.</p> <p>While the developer is providing the portion of the envisioned 18th Street Corridor for this block – and that is a cost – it is also the community benefit expected of this block to warrant CO-Rosslyn. Again, we should expect a public access easement over the plaza/18th Street Corridor.</p>	<p><u>Staff Response:</u> Thank you for your feedback. LEED Silver + 15% energy savings + Energy Star certification is more in line with the goals of the CEP than a commitment to LEED Gold certification only. Staff is supportive of the applicant's approach as it is an appropriate environmental commitment in exchange for the amount of bonus awarded.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. In addition to the energy efficiency and green building measures discussed in the next response, the applicant will be making a financial contribution in support of the Ft. Myer Drive improvement project.</i></p>
CB-4	Mike Hanna	SPRC - Environment and Energy Conservation Commission	<p>E2C2 has a wide portfolio including environmental and climate impacts, stormwater, green open space and energy efficiency; both in terms of building energy efficiency and the broader impacts, such as transportation system. I have reviewed each area of concern and provide the following comments:</p> <p>Greenhouse Gas Emissions and Energy Efficiency:</p> <p>As one of the first projects to be developed after the adoption of the revised Community Energy Plan (CEP), this project will have a significant impact on the long-term ability of the County to meet its goals: namely achieving 100 percent renewable electricity by 2035 and 100 percent carbon neutrality by 2050. Given the project is rated at LEED Silver only, with numerous shortfalls in the energy and water efficiency categories,</p>	<p><u>Staff Response:</u> The applicant has committed to LEED Silver + 15% energy savings + Energy Star certification. Staff is supportive of the applicant's approach as it is an appropriate environmental commitment in exchange for the amount of bonus awarded.</p> <p>The HVAC system is not all-electric. It includes a gas-fired boiler for heating.</p> <p>Zero Carbon Staff has discussed a Zero Carbon analysis with</p>

		<p>we find this project proposal is not consistent with the Community's energy goals. Specifically, I offer the following:</p> <p>Zero Carbon evaluation: We urge the Applicant to conduct a Zero Carbon Certification feasibility evaluation for this project. The evaluation may provide a viable approach to achieving Zero Carbon from the outset, or a clear pathway to achieving it at the earliest possible date.</p> <p>Electrification: While the HVAC system appears to be electric, the domestic hot water systems and the dedicated outdoor air system are proposed to be gas-fired. The Preliminary Energy Performance Analysis uses past grid data to assert that the gas-fired systems will have a lower carbon footprint than electric systems. However, looking to the years during which these building systems actually will be in service, electricity will provide a significantly lower carbon footprint than gas due to the ongoing and accelerating decarbonization of the grid and improved heat pump technology. The discussion about the current unavailability of heat pump water heating at this scale from A.O Smith prompts several questions:</p> <p>Are larger units available from other manufacturers, and if so, were they considered?</p> <p>Will the Applicant monitor the commercial heat pump market in case equipment becomes available that addresses the space limitations they have described?</p> <p>Can the Applicant explain why the dedicated outdoor air heating system cannot be electric?</p> <p>We note that the team is “currently investigating the potential of designing the infrastructure within the current building scope to allow for a future conversion to an all-electric plant should heat pump technology expand into a commercial scale.” Please confirm that, at a minimum, the installed electric service and wiring for the building will allow the eventual installation of all electric systems.</p> <p>Efficiency: Energy efficiency in buildings is key to advancing carbon neutrality goals. This project design, however, leaves many points on the table in this critical LEED category. This is not consistent with the County’s community goals for energy efficiency. We urge the Applicant to take the following steps:</p> <ul style="list-style-type: none"> <li>• Achieve at least 10 points in the optimize energy performance category;</li> <li>• Carry out enhanced commissioning of the building's thermal envelope and commit to Energy Star certification post-occupancy to verify ongoing energy performance;</li> <li>• Reduce the window-to-wall ratio from 50 percent to a percentage closer to 40 percent;</li> <li>• Incorporate higher efficiency window systems as described in the Preliminary Energy Performance Analysis;</li> <li>• Provide all Energy Star appliances at a minimum (including dryers).</li> </ul>	<p>the applicant but due to a number of know constraints that would disqualify it from certification, staff has agreed with the applicant that the analysis need not be completed. In a 30 story building, challenges for achieving and all-electric building for Zero Carbon certification include refrigerant run lengths for viable electric alternatives to HVAC (Variable Refrigerant flow) and space constraint issues in using heat pump technology for domestic hot water. Staff does not recommend electric resistance hot water technology as it has a significantly larger GHG impact than the proposed natural gas system for hot water. In order to use electric heat pumps for hot water and VRF for HVAC, a significant amount of mid-level space would have to be reserved for mechanical equipment. This creates a challenge in that it would result in a loss of leasable GFA.</p> <p>Solar - Financial mechanisms for achieving the off-site solar requirements are being explored by staff and a number of entities in the region. Staff is finding that a single building is too small a scale for an off-site solar deal to work. Staff will continue to work with building developers and solar developers to explore options and opportunities.</p> <p>A small amount of on-site solar is viable and encouraged.</p> <p>Water Efficiency All bath faucets, showerheads, and toilets will be low flow and Watersense certified as a minimum criteria of the green building program.</p> <p>Staff will work with the applicant to see which additional specific energy conservation measures identified can be included in the commitment.</p> <p><u>Applicant Response:</u> <i>Thank you for your feedback. Our green building consultants continue to evaluate the proposed development in order to implement green, energy-efficient building features. As noted in our presentation materials, the applicant proposes to achieve</i></p>
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			<p>Renewable Energy: There appears to be no plan for acquiring onsite or offsite renewable energy. We call on the Applicant to move toward the 100 percent renewable electricity goal by agreeing to:</p> <ul style="list-style-type: none"> <li>• build onsite solar sufficient to offset a portion of the building's energy load;</li> <li>• purchase offsite renewable energy, as other large firms and the Arlington County Government recently have done; and</li> </ul> <p>Water Efficiency</p> <p>We note that in addition to saving water, premium low flow fixtures have a relatively large impact on energy efficiency. We encourage their inclusion in the project.</p>	<p><i>LEED Silver Certification, Energy Star Certification, and two "Arlington Priority Credits." The applicant proposes to achieve an energy reduction of at least 15% over the ASHRAE 90.1-2010 baseline. Additional green building measures currently under consideration include, but are not limited to, providing electric vehicle charging stations (2% of total parking capacity, with infrastructure to allow for additional EV spaces to be added based on demand), high-efficiency mechanical systems, low-flow fixtures, thermal efficiency measures, measures to facilitate eventual conversion to 100% electric building systems, use of green building materials and finishes, and extensive new plantings and biophilic features.</i></p>
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## Other Comments

Number	Name	Connection to Project	Other Comments	Responses
O-1	Susan Vincent	Community member or neighbor	I like the design of the two buildings, especially their angularity. And I like the balconies with plants. I am, however, concerned about how those plants will be maintained -- watered, replaced when dead, pruned, etc. They add a lot to the design, but only if they are alive and thriving. I like the plaza, 18th St corridor, green spaces between the buildings. I'm glad the church will remain, although I will miss the steeple. However, the new design looks contemporary and inviting.	<p><b>Staff Response:</b> Thank you for your feedback.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. The applicant will provide for irrigation and maintenance of the balcony planters as well as the ground-level landscape improvements.</i></p>
O-2	Jennifer Sosin	Community member or neighbor	Re the height of the elevator towers: I would encourage the County to prioritize maintaining an unobstructed view of the Potomac from the Observation deck, which is of significant value. The current simulation suggests that the elevator protrusions would be disruptive.	<p><b>Staff Response:</b> Thank you for your feedback.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. The proposed elevator overrun does not interfere with the "priority view corridor" established in the Rosslyn Sector Plan.</i></p>
O-3	Terri Prell	SPRC - North Rosslyn Civic Association	<ol style="list-style-type: none"> <li>1. Are the optional planters on balconies going to be attached to any water supply?</li> <li>2. Are any of the parking levels still able to be changed into residential use?</li> <li>3. The 13' elevator tower addition needs to be eliminated.</li> </ol>	<p><b>Staff Response:</b> Thank you for your feedback.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior responses on balcony planters, parking convertibility, elevator</i></p>

			4. The roof needs to be green. The view from Central Place and other adjacent properties need to look down on green and more importantly Rosslyn needs more green in this increasingly sterile urban landscape.	<i>overruns, and green building. The high roofs are not visible in the Potomac River Gorge view shed from the Central Place observation deck.</i>
O-4	James Lantelme	SPRC - Planning Commission	A final note: the number of units planned for the building has dropped by about 40. Is this because of less height or mass? Or because of a change in the mix of unit sizes?	<b>Staff Response:</b> Thank you for your feedback.  <b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior response regarding the reduction in overall building density.</i>
O-5	Ron Schwickerath	Community member or neighbor	Appears to be a good plan to repurpose this precious space located near a key Metro station. Well thought out and it will provide residency for many that could choose to be car-less and use public transit. Cheers!	<b>Staff Response:</b> Thank you for your feedback.  <b>Applicant Response:</b> <i>Thank you for your feedback.</i>
O-6	B T	Community member or neighbor	Who is going to fill this place? We can't fill the buildings we have with retail space today! This, in addition to the 2 towers replacing the Holiday Inn seem like overkill given the pandemic impact. Developers have consistently been inconsiderate when building and have not abided by the noise ordinances - where are the assurances for this?	<b>Staff Response:</b> Thank you for your feedback.  <b>Applicant Response:</b> <i>Thank you for your feedback.</i>
O-7	Mike McDonald	Community member or neighbor	Will the gas station remain active/ unrenovated during/after construction of this project? When the gas station's long term lease ends, assuming its not renewed, can that space be converted into retail/ another use? Will extensive remediation be required given its current use as a gas station? - I think the greenery shown cascading over the facade from the balconies is a major distinctive soft design element against the concrete of the building's facade and the glass of the neighboring facades. I worry that there's a strong possibility of that greenery being value engineered out of the project or poorly maintained thus minimizing the visual impact of this greenery. Based on the comments in the presentation, it doesn't sound like the balcony greenery is as much of a priority as the roof terraces and is purely optional for tenants. I would like to see the balcony greenery shown as a permanent, lasting feature of this building and understand better how the building would plan to maintain it to achieve this. - What will be the mix of affordable housing units within these buildings?	<b>Staff Response:</b> Thank you for your feedback.  <b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior responses on the convertibility of the gas station space and balcony plantings.</i>  <i>The affordability program is still being developed in coordination with County Housing Staff.</i>
O-8	Andrew Spell	Community member or neighbor	Retail - Please see page 55 of the Rosslyn Sector Plan. It documents and illustrates "New retail, dining and arts venues" in the Ames Center redevelopment portion of the 18th Street Corridor. This property is directly across from the metro where demand for retail and entertainment is highest. Please don't miss this opportunity to improve	<b>Staff Response:</b> Thank you for your feedback.  <b>Applicant Response:</b> <i>Thank you for your feedback. The applicant intends to implement retail and commercial uses which are consistent</i>

			the neighborhood.  Thank you for the opportunity to provide input.	<i>with the Sector Plan, Arlington County Retail Plan, and Zoning Ordinance.</i>
O-9	William Ross	SPRC - Park and Recreation Commission	On architecture, the biophilic design components are forward looking and will I hope encourage future developers on other projects. I am not really taken by the overall design proportions for the church, but I do think think that its Nash St. side, with the clearly defined church entrance is balanced and pleasing. I applaud the thorough explanation of how the buildings are conforming to principles of bird-friendly design.  I appreciate the more finished design of the church rooftop and hope that it can be considered as an occasional gathering place for civic/neighborhood as well as church events. Has this possibility as a community benefit been discussed?	<b>Staff Response:</b> Thank you for your feedback.  <b>Applicant Response:</b> <i>Thank you for your feedback. The community benefit package is currently being developed in coordination with County staff.</i>
O-10	A Change Montoya	Community member or neighbor	Site's detailed biophilic design elements are terrific and beneficial for both the on-site and neighboring building occupants - Building's various green roofs are well designed. These are outdoor spaces are essential amenities - Exceptional architectural features throughout site. One of the most exciting development projects in Arlington! - Glad bird-freindly design elements were considered - Appreciate the developer's commitment to keeping the church on-site. It would be nice if the church allowed the public to utilize the on-site meeting rooms. - Appreciate the County's efforts to transition SPRC to an online format. In the future, it would be helpful if the presentation slide decks were available for download, too. Some of the slides were a bit blurred/difficult to read on the presentation videos. - Overall, very impressed with the robust community engagement efforts on this project...well done County staff, developer and community partners. Thank you!	<b>Staff Response:</b> Thank you for your feedback.  <b>Applicant Response:</b> <i>Thank you for your feedback.</i>
O-11	Nathan Randall	Community member or neighbor	3. I generally like the architecture (particularly how it doesn't look flat) but ask whether anyone has considered varying the colors slightly between the two towers? It looks the same right now, but I'm not sure they should really be identical twins (on their upper floors)? Also, it looks like one part of the façade of one of the two towers abruptly turns flat. Has anyone considered continuing the façade design from the other part, or at least transitioning the façade better between the two parts? 4. I'm concerned about the potential for this project to exacerbate of the already-problematic wind tunnel effect in Rosslyn and the potential for less sun in the neighborhood. Have wind and sun studies been submitted for this project yet? Apologies if I missed them somewhere.	<b>Staff Response:</b> Thank you for your feedback.  <b>Applicant Response:</b> <i>Thank you for your feedback. Shadow studies were submitted with the application materials. Please refer to the project webpage.</i>
O-12	Kathy Sheehan	Community	It looks lovely but 30 & 31 floors is too tall for Rosslyn. Tall towers will	<b>Staff Response:</b> Thank you for your feedback.

		member or neighbor	ruin our community feel And take us on the road to looking like Tysons.	<b>Applicant Response:</b> <i>Thank you for your feedback. The proposed building height is consistent with the Rosslyn Sector Plan and Zoning Ordinance.</i>
O-13	Nancy Iacomini	Community member or neighbor	<p>General</p> <p>I did not attend the first SPRC – but had seen a presentation by the applicant at another venue.</p> <p>I think the project is of very high quality in both design and materials – and very thoughtful.</p> <p>My comments are more that perhaps some things could be different or that there might be different ways of reaching the same goal.</p> <p>Updates from First SPRC – Building</p> <p>The removal of one level of above grade parking is a step in the right direction as is the lowering of the “shoulder” to 10 feet. Given that the provision of parking is affecting height, a further reduction in parking to a lower ratio (a County goal) could reduce the bulk of the building.</p> <p>The shadow study of the open space is interesting in that it appears the plaza/18th Street Corridor will have the most sun at 3pm on a summer afternoon – the hottest part of the day.</p> <p>Would this suggest some shade structures as well as trees?</p> <p>Along with staff and others, I’m interested in the explanation to staff about the necessity of additional height for the elevator over-run and why it couldn’t have been accommodated in required height. Interested to see as well how over-runs would affect views from Central Place.</p> <p>I’m interested in a clarification concerning the balcony planters. I thought I heard in the applicant’s video presentation (slide L19) that the planters in addition to being moveable are “optional. If they are indeed optional then how can we be sure that the building will be as “green” along its façade as we see in the renderings? What if the majority of residents opt out of planters?</p> <p>In general, I find the proposed towers very interesting with their “wrinkled” facades. I am less impressed with the palette choice. The white/grey is so common in Rosslyn – it’s going to be like the “Ballston beige” of the 1980s/90s. The use of lush greenery on the balconies helps alleviate the stark nature of the façade materials – but if the planters are optional (see above) we are potentially left with a very stark exterior instead of the lush one we see in the renderings.</p> <p>Church</p> <p>The conceptual designs for the church are interesting and certainly different for church architecture – and would add interest to the block.</p>	<p><b>Staff Response:</b> Thank you for your feedback.</p> <p><b>Applicant Response:</b> <i>Thank you for your feedback. Please refer to our prior responses on parking, balcony planters, parking convertibility, elevator overruns, and the planting plan.</i></p>